

Largest Circulation of any Shipping Paper.

SEAFARING

**THE ORGAN OF THE SEAFARING CLASS,
INCLUDING THE FISHERMEN OF GREAT BRITAIN AND IRELAND.
A Weekly Newspaper for Seafaring Folk and their Friends.**

No. 160.—VOL. 7. [Registered at the General Post Office] SATURDAY, NOVEMBER 14, 1891. [For Transmission Abroad as a Newspaper.] ONE PENNY.

IN THE DOG WATCH.

Out of "some 165 head of cattle," the steamer *Hugo*, in the Mersey from New York, "on the voyage lost no less than 127 of the beasts." So a shipowners' paper says. And yet owners are to be found who complain of regulations being made to reduce such losses, and tell us the trade is a safe one.

Whatever helps to make the people discontented helps revolution, therefore all revolutionists will rejoice that the so-called inquiry into the sinking of fishing boats by the *Plucky* at Plymouth is an utter farce. Had it been an enemy that the *Plucky* was firing at she probably would not have done so much execution as to kill a man and sink two boats. Your modern man-of-war is chiefly remarkable for running ashore or into vessels of the same fleet.

Mr. Clark Hall, Registrar-General of Seamen and Shipping, has been telling the Shipmasters' Society of London that while the rate of suicide among landmen is about one in 10,000 per year, it is one in 900 per year among firemen. It would be interesting to know where he gets his figures. The official returns which he issues monthly are useless for statistical purposes so far as the cause of death goes. The shipmaster reports the cause as well as the act. The shipmaster is not a doctor, and therefore, in many cases, cannot know the cause. Moreover, masters have been known to murder men and assign anything but the true cause of death.

But accepting Mr. Clark's figures for the sake of argument, they do not prove anything against the Sailors' and Firemen's Union, as a muddle-headed critic seems to imagine, but only that the firemen are so much worse treated than landmen that many more firemen than landmen find life is not worth living. The remedy is to make it worth living, and that is what the Union is trying to do.

Although the engineers' strike on the North East Coast lasted only a week, it is computed that the loss to the men and their employers was no less than £22,000. These figures show what a serious affair a strike is, and should help to impress upon both sides the necessity of caution ere engaging in disputes. Shakspeare's advice is to the point here when he makes Polonius say to Laertes—

Beware
Of entrance to a quarrel; but, being in,
Bear't that the opposed may beware of thee.

It is usually those least disposed to quarrel who fight best.

This reminds us of another bit of advice by Polonius to his son, Laertes, which may be commended to the attention of seamen when efforts are made to shake their confidence in those who have fought and won so many battles for them—

If friends thou hast and their adoption tried,
Grapple them to thy soul with hoops of steel;
But do not dull thy palm with entertainment
Of each new-hatched unfledged comrade.

A correspondent writes:—"I noticed on Saturday that the Shipping Federation Office at Limehouse is used for a second-hand furniture repository, the business of the Federation being relegated to a back room upstairs."

This piece of news suggests questions. Are the shipowners getting tired of the endless disputes fomented by the Federation, and refusing to find more money, or has business so far fallen off in the case of the Federation that the "back room upstairs" suffices for all the business it has to transact in Limehouse?

Seeing the close connection between the Federation and vendors of second-hand discharges, the proximity of the Federation to "a second-hand furniture repository" is not inappropriate, though we should be sorry to hint that the repository alluded to was guilty of supplying bogus discharges, which some of the Federation's protégés have been convicted of.

In the Lord Mayor of London's Procession last Monday the lifeboat and her crew, from the reception with which they met, appeared to more than rival in public favour the Welsh nymphs who formed part of the Show. The services rendered by various lifeboats in the great storm on the following Wednesday, amidst enthusiastic demonstrations, further help to show how the work of the lifeboats and their crews are appreciated. This being so, it is the more surprising that so noble an affair as the National Lifeboat Institution should be in need of funds. The present seems a suitable time to remind people of its claims. Neither, in reading of all the disasters in Wednesday's gale, should the Shipwrecked Mariners' Society be forgotten, as it also does most admirable work.

Labour Commissioners and others who wax pathetic over long hours, please note:—

The master did not give the personal supervision to the navigation that was required under the circumstances after 9.25 p.m., being unfortunately

overpowered by sleep, owing to entire want of rest during the previous 39 hours. That this was unintentional is proved by the fact that the master did not go below, but remained in his chair on deck.

This is part of the finding of the inquiry into the loss of the steamer *California*. If his were an exceptional case it might pass. But it is rather the rule than the exception to find shipmasters overworked in this way. Most shipmasters are such abject flunkies of the shipowners that they dare not combine to obtain justice. But surely the travelling public has a right to be protected from this kind of thing, and the danger it implies. When a signalman whose mistake may wreck a train is overworked, there is an outcry, but an overworked shipmaster, whose mistake may mean the loss of a ship and all hands, is noticed by no paper save *SEAFARING*, and yet many shipmasters boycott the only paper that has the pluck to speak for them!

The Sailors' and Firemen's Union has opened new Branches at Malta and at Constantinople—a piece of good news to seafaring men visiting those places, especially to such seafaring men as may find themselves in any trouble. *SEAFARING*, we may note, is now to be had at both of these Branches.

Mr. Young, the secretary at Malta, who did such good work while at Grimsby—which he was compelled by the state of his health to leave for a more genial climate—sends us some notes on Malta which make interesting reading, and will be found on another page of *SEAFARING*. Historically Malta is specially interesting, and Mr. Young, who wields a facile pen, promises us some notes on its history for a future issue.

If more seamen visiting foreign ports would send us some account of them—which we should be happy to print—these contributions would be interesting to many seafaring folk and their friends.

It is reported that whilst 68 steamers worked cargoes on Sundays in Hong Kong Harbour in the month of April last, only four did so in August, in consequence of the Sunday Cargo-Working Ordinance having come into operation putting the practice down. But the local authorities seem determined to whittle the new law away, as it is also reported that the Hong Kong magistrates have decided that bunker coal is not cargo, and that the Sunday labour ordinance does not prevent loading bunker coal. A sharp eye will

evidently have to be kept on these gentry, if the seamen are to get the benefit of the law intended to give them a day of rest.

One of the reasons that the Sailors' and Firemen's Union has often obtained redress for seafaring men is that when they heard complaints as to bad treatment aboard ship the Union secretaries have taken care to secure the necessary evidence before the crew dispersed after arrival in port. The following, which comes to us from the Penarth Branch secretary of the Union referred to, should help to show how necessary it is, in the interests of justice, that the crew before dispersing should lay their grievances before the Union.

The s.s. ———, left a Bristol Channel port for the West Indies, and the treatment that the firemen received was such as to cause them to leave the ship on her arrival. A crew of firemen (coloured) were then shipped, and during the passage from St. Lucien to San Diego they were kicked and beaten most unmercifully. One poor fellow, having the 12 to 4 p.m. watch, was taken ill and died. An iron chain was fastened round his waist, he having nothing on but a pair of pants, and he was hoisted up through the ventilator. He got jammed in the ventilator, and it was some time before he could be got on deck, when his flesh was torn off his body, his wrist was cut clean into the bone, and the flesh torn off to his knuckles. He was sewn up in canvas and thrown overboard. Another fireman, having been brutally kicked and beaten, took refuge in the chain locker. No one knowing where he was they thought he had jumped overboard. It was only when the man was nearly dead that they found him. At San Diego these men left, and another crew was then shipped to take her to Baltimore, where another crew was shipped to bring her home. I did not know of this until they were paid off and gone to Cardiff, so it was too late to get evidence from any of the others. The man that gave this statement to me was the one that sewed up the dead man in canvas. The statement in the log is that the man died in a fit through excessive heat in the stokehole.

Some of the supporters of the present Government, noting that Mr. Plimsoll has advised seamen and their friends to return the present Ministry at the next election, have discovered, late in the day as it is, that Mr. Plimsoll's work is good, and that the seamen have grievances. These new allies profess to wish the Union well, but only do so in order to gain the ear of the seamen's friends, and induce them to return the Conservatives, which advice, if acted upon, would mean that the seamen and their friends must vote against the general secretary of the Union, the Labour and Liberal candidate for Deptford.

That being the case, such advice is not likely to be invariably followed. At any rate, seamen's friends in Deptford may be counted upon to make an exception in the case of Mr. J. H. Wilson.

For our part, we do not advise that the support of the seamen should be granted or withheld according as a man may dub himself Tory, Liberal-Unionist, or Gladstonian. Our advice is, support any candi-

date, no matter what he may call himself in politics, religion, or anything else, if he is more likely than his rival to do seamen justice.

The Dock Companies do not seem particularly grateful to those who came to their aid during the strikes. There has just been heard, for instance, an action to recover compensation for alleged wrongful dismissal from the service of the London and India Docks:—

The plaintiff has been a clerk in the employ of the London and St. Katharine Docks Company, and afterwards of the defendants, from 1863, and became export wharfinger at the Royal Albert Dock, and his salary rose to £160 a year. The plaintiff's case was, that one of the terms of the service into which he entered was that he should not be liable to be dismissed, except for intemperance or other misconduct, or continuance of neglect, or a failure of duty. Another circumstance was that during the dock strike the plaintiff was put to manual labour, but upon the promise, according to his account, that if he suffered injury in the course of that employment he should receive compensation. He did suffer injury in the course of this work, having become ruptured, and he now asked for a declaration that he was entitled to an annual pension of £6 16s. 8d., or to the damages for wrongful dismissal. The defendants, by their pleadings, set up that they were justified in dismissing the plaintiff upon the grounds that he had become inefficient, that he frequented a restaurant or buffet more than necessary, and that he was at times absent from work. The jury, having heard a great deal of evidence upon the one side and the other, and having considered the matter for about a quarter of an hour, returned into Court with a verdict for the plaintiff, damages £906, and the Judge gave judgment for the plaintiff for this amount with costs.

A correspondent signing himself "Humanity," writes to us complaining of a steamer having on the high seas fired a gun and at short intervals during an hour and a-half several rockets and blue lights. As the three vessels passing her at the time did not take any notice of these signals, and as our correspondent does not name the offending steamer, the conclusion at which he arrives that all these signals were made simply for "sport" seems merely conjecture. Had the signals been answered, and had it been proved that they were made for sport, we should join our correspondent in condemning such fooling, which might mislead passing vessels, causing them trouble and even danger. Life at sea is troublesome and dangerous enough at the best without such wicked practical joking as making signals of distress when help is not needed. As all who go to sea may need help, it is difficult to conceive that any sane person can be guilty of conduct calculated to cause such signals to pass unheeded.

Yacht-owners are usually more remarkable for taking pains to enjoy themselves than for caring about the welfare of those they employ, wherefore it is a refreshing novelty to read such an item of news as this:—

It is stated in Southampton that Mr. James, the owner of the well-known yacht *Lancashire Witch*, has determined to build a number of homes at East Cowes for the accommodation of worn-out and distressed seamen. The homes are to afford accommodation for twenty single and fifteen married people. To secure the future well-being of the homes, Mr. James will also give, it is said, a substantial sum of money with which to endow them in perpetuity.

Other yachtsmen please copy.

A COMPLIMENTARY dinner has been given at Gravesend, to Captain Barfield, of the *Prince Rupert*, who has been for fourteen years in the Hudson's Bay service.

SEAMEN'S UNION NOTES.

By THE MAN WITH A CARPET BAG.

Well done, Hull! Out of four labour candidates who tried to secure seats in the Hull Town Council, three have been successful, two of them by overwhelming majorities.

I am sorry that our old friend Mr. J. B. Butcher, of the Hull Local Society, was the defeated candidate. Never mind, Jimmy, better luck next time. You polled well, and have nothing to be ashamed of.

Allow me to congratulate Mr. Henry Friend, of the North of England Society, on his triumphant return, in the labour interest, to the Sunderland Town Council. May he long hold that position.

I am pleased to see the Green's Home Branch of our Union are about to take united action along with the stokehole labourers in compelling a certain section of weak-kneed gentlemen to pay up their arrears. This is not before time, for some of these gentry go so far as to brag that they are receiving the same wages as us, and contributing nothing towards upholding the Union.

Union men are prone to expect too much from their officials. Every member of the Union should constitute himself a delegate, and insist upon seeing his shipmate's card.

I do not go so far as to advise a whole crew of Union men to back out of a ship against one or two mean contemptible curs, who choose to be blacklegs. I do not think it advisable to do so. My advice is, sail with them by all means, but when you do so, do not forget to make their lives as miserable as you possibly can without jeopardy to yourselves.

Refuse to eat with them, drink with them, or speak with them; in fact, have nothing in common with them further than is absolutely necessary in the working of the ship.

That's the way to deal with the scurvy knaves who would sell their comrades. The blackleg is the meanest cur imaginable. The shipowner is an open enemy, and we know what to expect at his hands; but the blackleg is a sneaking traitor from our own ranks.

On Sunday, the members of the Tidal Basin Branch turned out in great force to attend the demonstration in aid of the Children's Holiday Home and Orphanage. There is great credit due to the members for taking part in so deserving a cause. The procession was headed by the well-known Tidal Basin brass band, which rendered some very lively music during the proceedings. Next came the Tidal Basin trolley, with Neptune and his satellites, which brought forth roars of laughter from the great concourse of people that lined the streets en route.

Mr. W. Ward was an excellent Neptune. His wife (Mr. D. Kaylor) looked charming in her flowing tresses of golden hue; Mr. H. Brown was a perfect treat as the secretary, and Dr. D. Young was busily engaged making Union pills, which he freely administered to the blacklegs. Barber Copp and his boy Smith were on strike (at least so said the public). Police-constables S. Fowler and J. Riley were on the job, as usual, and came in for no small amount of chaff from the urchins. Master Fowler and Master Bennett were the two bears, thus completing this most interesting family. At 5.30 the procession arrived in Tabard-street, Borough, thus bringing a most successful demonstration to a close. The seamen and firemen were cheered again and again as they left for home. The beautiful banner of the Tower Hill Branch (which had been borrowed for the occasion) was greatly admired, and great praise is due to Mr. Frank Fowler, the energetic secretary at Tidal Basin, who superintended the whole proceedings.

I see Mr. Taunton, secretary of one of the Liverpool Branches, is being called over the coals, because he disputed the right of the members of his Branch in voting a suit o' oilskin for the delegate on the Sailors' Home. Well done, Mr. Taunton; you are quite right in looking after the funds of our Union. I wish all secretaries were like you in that respect. Why should our Union supply the outside delegates with waterproofs? As a rule delegates receive a weekly salary equal to their brothers who go to sea, consequently they are just as well able to provide themselves with waterproofs. I think some members must study how they can best squander the funds of the Union.

YARNS.

CLXXV.

WANTEE LOOK-SEE.

The following story, told by an old Scotch skipper, himself a shrewd customer, illustrates the sharp practices of the Celestials:—

In 1852 I was lying in Canton in the old *Dunblane*—an old rattle-trap, as you would call her now-a-days. But I thought the *Dunblane* a fine ship, for you must remember that I was making my maiden voyage as master; and then Maggie was with me. We were newly married, and that voyage was a kind of extended bridal tour. Maggie would tell me that the *Dunblane* was the finest ship in the world, and certainly there was something about my state-room in the old ship that I wouldn't exchange for the finest bridal apartment in Christendom. However, we had just dropped anchor in the harbour when a native came aboard and asked me if I wanted a "look-see." I didn't clearly understand the fellow, and besides I was in no humour to listen to his roundabout explanations, so I told him briefly that I had no use for a "look-see," without knowing exactly what such a thing was. On being asked again, I threatened to kick the fellow overboard, so he departed with an expression, I have thought since, more of sorrow than anger. Maggie was standing aft, and when the Chinaman had gone over the rail she came up to me and asked who and what the "heathen" was.

"Some rascal of the bumboat species," I replied shortly, and gave the matter no further heed.

Next morning, as I was dressing for breakfast, Maggie, who had been on deck getting the air, came down to me with a scared look, and said:

"John, what's the matter with the ship?"

"Nothing that I know of, except, perhaps, that she ain't the kind of a craft I would like to take my wee wife round the world in, if I could get a better."

"That's not what I mean, John," she went on to say. "Last night I was thinking about that 'look-see' man, and do you know, the idea struck me that he was an uncanny body to have dealings with—"

"Tuts, woman," I broke in, "you must have been dreaming."

"Well, maybe, John; but when I went on deck this morning something struck me that the ship looked queer. I might be wrong, but I thought she looked naked like."

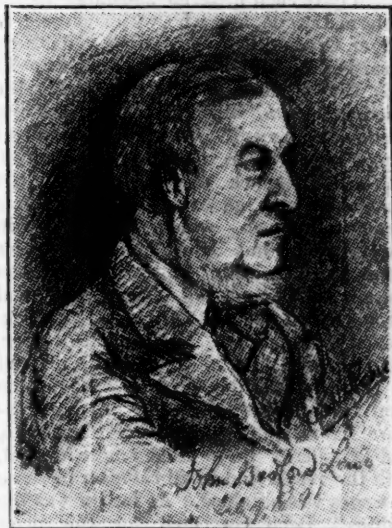
"Very likely; that's because her courses are furled, and nothing but her stays visible. She ought to have more modesty; we'll have to see about putting some clothes on her. Come on, lass, and get your porridge."

I treated the matter lightly, thinking it some nonsensical woman's whim, and after breakfast I lit my pipe and went on deck. There were none of the hands about, and this fact probably lent itself to the impression of nakedness which I in turn began to experience. I have since thought it strange that a sailor should not recognise at a glance the strange appearance of a ship denuded of the best part of her running gear. It is a fact that I stood looking around for fully a minute before I realised that the *Dunblane* had been dismantled in the night of every available bit of rope. The braces had been unrove and carried off wholesale; the rest of the gear, where it could not be conveniently unrove, was docked off close to the belaying pins, and no traces of it or the thieves remained. I remembered the words of the Chinaman the day before: "You wantee look-see"—and I felt as if I could have crawled into a remote corner of a sea-boot. The intelligence that look-see meant watchman broke in upon me. I thought of Sandy, whom the mate had made watchman when we came in, and I expected nothing less than that he had been murdered by the thieves. However, he was found dosing gently under the waning influence of the "pipe." The Chinese look-see may be either a desirable or a dangerous individual. I prefer him in the latter character, so when I go to China I always hire him to warn off his confederates.

THE WHARF LABOURERS' STRIKE.—Over 300 wharf labourers on strike at the Carron and Hermitage Wharves received 13s. as strike pay on Saturday. The Union officials are endeavouring to get the men reinstated, but upon Mr. Harry Oroell, the organiser of the Dockers' Union, calling upon the manager of the Carron Company, that gentleman refused to discharge any of the free labourers in his employ. Any vacancies that occurred, however, he will fill with the men who had struck. At a meeting of the men, held under the auspices of the Dock, Wharf, Riverside, and General Labourers' Union, Mr. Orbell announced that Mr. Ben Tillet had given him instructions to continue the strike and to pay the men the usual strike allowance while they are idle. The members of the London Carmen's Union who are idle also received strike pay on Saturday.

A LABOUR POET.

[BY C. H. ROSHER.]



John Bedford Leno, the subject of this sketch, was born at Uxbridge, Middlesex, in 1826, and despite the fact that the advantages of scholastic training never fell to his share, he contrived to acquire the rudiments of education, and his literary career commenced in 1845, when, at the age of 19, he published his poem "Herne's Oak" in the columns of the *Windsor and Eaton Express*. But with the exception of "Reading Abbey," printed in the columns of the *Mercury*, no additional efforts appear to have been made for some considerable time. In 1848 chance brought together J. B. Leno and Gerald Massey, and to this may probably be attributed the subsequent active political and social life of Leno. True to the class from which they sprang, they joined the Chartist body, and brought out a stirring local print entitled the *Uxbridge Spirit of Freedom*, which was conducted with so much zeal and talent that it attracted the attention of William Howett and W. J. Linton, and Howett became a contributor to its pages, while Linton offered to supply illustrations. Gerald Massey and Leno next joined the Christian Socialist body, among the heads of which were Maurice, Charles Kingsley, Thomas Hughes, J. F. Furnival, and other well-known men. In the immediately succeeding years Leno and Massey were seldom inactive. There was not a platform in the metropolitan area devoted to the advancement of political and social freedom where they were unknown, or a publication devoted to the elevation of the working class, to which their contributions were unwelcome. Thus it was that Leno became acquainted with Mazzini, Garibaldi, Louis Blanc, Kosuth, and other well known refugees, and took an extremely active part in the demonstration that welcomed them to this country. When Leno had lost touch with Massey, he re-started the *Spirit of Freedom*, and in its pages never ceased to advocate the right of the workers to political freedom and social elevation. To his efforts we owe the Propagandists, a body of young, self-sacrificing men, to whose activity may be traced much of the sympathy which exists towards those who live by labour. Popular education, the removal of the power of superior landlords to seize the goods of lodgers, limited liability, and free press were in turn advocated by them, and successfully. John Bedford

Leno was undoubtedly the leader of these ardent spirits, and to his exertions we owe the rapid recognition of these equitable measures. It was the residue of this body which gave such material assistance to the Reform League, and who, with such men as Odger, Cremer, Howell, Mansell, and others, furnished the life of that movement. At this time Leno was elected to edit the *Commonwealth*, which aimed at assisting political movement. Pamphlets on current topics, progressive songs and readings, followed in quick succession, with the same purpose in view. Then came trade journalism, which was then in its infancy, but the building trades alone were specially represented in the press. With untiring energy and zeal Leno tackled the leather trades, and succeeded in founding *St. Crispin and Leather*. When Joseph Arch took the field on behalf of the down-trodden farm labourer, Leno soon became his coadjutor. In Lincolnshire, Huntingdonshire, Buckinghamshire, and Middlesex he worked single-handed, with the result that in all cases an increase of wages was obtained. As far back as the "fifties" Leno competed for the prize offered for an essay on the "Nine Hours' Movement." The result of the competition was a tie, Leno's opponent eventually getting a decision in his favour from the chairman—his own brother. The unfairness of this being recognised, Leno's essay became the text-book of the movement. Then appeared, in the following order, "Drury-lane Lyrics," "Kimburton," "The Last Idler," and a practical work on "Boot and Shoemaking," and yet another volume of poems, entitled, "The Aftermath," is in the press, and will be accompanied by a brief autobiography of the author. All this, and the fact that Leno was always a hard worker, on whose labours depended a somewhat large family, proves that his life has been one of great industry and usefulness to his fellowmen. Yet he always found time to take an interest in questions of local policy, as for instance on the occasion of his unselfish attempt to aid the poor by the introduction of peat as a fuel during the coal famine. Nothing has been said as regards his poetic powers, but judged alone by the approval his poems have elicited from Professor Aytoun, Victor Hugo, the editors of leading London papers, and a multitude of others, they evidently deserve a high order of merit. The unselfishness of Leno's career, and latterly a general failing of health, culminating in an attack of paralysis, have combined to leave the old labour poet very poorly provided for. Seeing that he has been almost incapacitated for the literary work which has been his sole means of support, a committee has recently been formed for the purpose of raising a fund, which will enable him to retire to his native place, where it is hoped he may partially regain his health, and end his days in peace, and surrounded by the ordinary necessities and comforts of life. Subscriptions to the fund may be forwarded to Mr. John Hogg, hon. treasurer, 80, St. Mary's-road, Peckham, S.E.; or to Mr. H. W. Down, manager London and South-Western Bank, Croydon. Cheques, etc., to be crossed "London and South-Western Bank, account J. B. Leno fund."

JOHN WISHART, Dundee, an unequalled pilot, as assumed charge of the steamer *Sarah*, of Montrose, as pilot after a duly licensed pilot had offered his services to the captain. Wishart has at Glasgow been fined 1s., with £2 14s. 2d. expenses.

ABOUT MALTA.

Though in point of size the island of Malta stands one of the least among the Colonial jewels in the British crown, it is far from being the least in value. Lying equidistant between Constantinople and Marseilles, in the centre of the Mediterranean, it may be described as the very eye of England in that sea. It measures 60 miles in circumference, 10 miles wide, and 18 long. It is plainly of volcanic origin, its surface being very uneven and rocky. The whole of the harbours (of which it has two), bays, and creeks are on the eastern side of the island. The two harbours are called the Grand Harbour and the Marsamuscetto. The capital city of Valetta stands on the peninsular which divides these two harbours. The forts guarding the entrance of the Grand Harbour are called St. Elmo, to the right on entering, and Ricasoli and St. Angelo on the left. The Marsamuscetto is guarded on the left by St. Elmo, and on the right by Forts Tigné and Manoel. St. Paul's Bay is situated on the north-east, as is also St. Julian and Melleha Bays. The south-west side is very steep and inaccessible, rising to a height of 300 feet. The climate is, on the whole, very mild and healthy. I am now sitting (on Nov. 3) with my windows open. February is generally admitted to be the coldest month in the year, the thermometer ranging from 75 deg. to 90 degs. Fahr. in summer, and from 65 degs. to 70 degs. in winter. A peculiar wind blows here at times from the south-east, called the *sirocco*, generally between May and October, which has a very enervating effect upon the inhabitants.

The population of Malta in 1881 was 132,129, and Gozo 17,653, exclusive of the garrison and fleet, about 10,000.

The sanitary condition of Malta is very good, an excellent system of drainage having been perfected since 1880, also an efficient water supply. The streets are kept very clean, being swept every day and the refuse and sweepings removed.

There are no direct taxes or rates, every item of expenditure, including cost of street repairs, public works, lighting and administration, being paid out of the general revenue, which is provided for by the duty on wheat, spirits, and other articles, and by the rents from Government property.

Malta has, properly speaking, no commerce depending upon the produce of the country, but is merely a place of transit. Its inhabitants at present mainly depend on the coaling and provisioning of steamers and on the army and navy.

In 1886 3,604 steamers (of which 2,969 were British) entered these ports, and 506,332 tons of coal were imported. In 1887 there was a falling off owing to the cholera epidemic, the numbers in that year being 2,557 (2,312 British) steamers.

The chief productions are corn, cotton, cummin, and fruits and vegetables of all kinds. The Maltese blood orange has a wide world fame. Cattle and poultry are brought from Odessa and Africa, but owing to want of pasture are immediately slaughtered. The Maltese are famous for the manufacture of lace and gold and silver filigree work, of which many handsome specimens may be seen in the shops of Valetta.

The laws of Malta are, in principle, based on Roman and Continental laws, and are embodied in civil, commercial, and criminal ordinances. In questions involving points

of law, or an amount above £1,000, an appeal lies from Her Majesty's Appeal Court to Her Majesty's Privy Council. The judicial bench consists of a chief justice and five judges. Two magistrates sit in the police courts. The language of the courts is the Italian. The chamber of advocates represents the legal profession. Ever since its occupation Malta has been governed as a Crown colony. From 1880 to 1887 the agitation for a more liberal form of government caused a deadlock in public affairs, and finally Her Majesty's Government, by letters patent dated December 12, 1887, granted the Maltese a new constitution, which gave general satisfaction. All votes of money are determined by the majority of the elected members, officials not voting in such matters. The governor may disallow any vote or resolution.

Every male person is entitled to be registered as a general elector who has attained the age of twenty-one, is a British subject, is qualified to serve as a common juror, or is paying rent at the rate of £6 per annum, or is in receipt of the same sum from landed property.

The people are law-abiding, sober, and industrious. Their amusements are, as a rule, connected with religious festivals, many in number, the Maltese being fervent Roman Catholics. Carnival is a great event for the Maltese; for four days previous to Ash Wednesday the people indulge themselves, and the streets are filled with masqueraders in grotesque costumes.

There are fifteen newspapers, five printed in English, eight in Italian, and two in Maltese.

The necessities of life are reasonably cheap, and the food supplies are wholesome, and, on the whole, the visitor will find plenty to amuse and interest him in a visit to this island.

STRIKE AT DUBLIN.—The bushelers who struck work at the North Wall, Dublin, last week, still remained out on Nov. 11. They number in all about 80 men. The non-Unionists who were brought from Derry, were engaged.

FOR SAVING LIFE AT SEA.—The German Emperor has forwarded, through the Foreign Office, to the Mayor of Southampton, three gold watches, with his photograph and monogram, and £30, for presentation to the master (Captain Woodward), surgeon (Dr. Lennane), chief mate, and six sailors of the Royal mail steamer *Don*. In a severe storm the lifeboat of the *Don* put out to the German barque *Humbolt*, and saved the crew, who were utterly prostrate through scurvy, caused by lead poisoning, and, though the vessel was making water, they were too exhausted to work the pumps. They were in a most critical condition; but, in consequence of the care they received on the *Don*, and afterwards at Southampton Infirmary, all recovered. The Mayor publicly presented the gifts in the presence of a distinguished Company.

DANGERS TO NAVIGATION.—At the meeting of the Chamber of Commerce, New York, the report of the Committee on Harbours and Shipping has been read, protesting against the presence on the high seas of large rafts of timber and large barges towed by whaleback steamers. The Committee calls attention to the fact that the rafts are entirely uninhabitable, and are not lighted in any way or otherwise made distinguishable, and that they present a great danger to ocean steamships on account of the long hawsers by which they are towed. Attention is called to the danger caused by rafts breaking from the tow boats and breaking up and becoming scattered over the sea. The same objections are urged against the barges towed by whaleback steamers. It was resolved that the attention of the Secretary of State should be called to the matter, and that he be requested to invite other commercial nations to co-operate in legislation denying clearance or entry to any large raft or other structure of any and every kind which does not carry under all circumstances proper distinctive lights by night and flags and other signals by day, whereby they can be seen by ordinary care and their character readily discerned.

THE LABOUR COMMISSION.

The evidence of Mr. Clem Edwards, secretary of the Federation of Trades Unions, before the Labour Commission, does not tell in favour of the Shipping Federation. Mr. Edwards narrated how the great strike originated by the departure of shipping lines from the usual custom of shipping men at mercantile marine offices, as the men strongly objected to that departure, as it deprived them of rights or privileges under one of the Merchant Shipping Acts, especially that for providing for the transmission of money and different facilities which were given for banking at those offices; it also deprived them of their right of having an independent Union delegate to look after their interests; and as they regarded this as an interference with their custom and rights, the men struck, and they called in the assistance of several of the other Unions. How the Labour Council called upon other Unions to assist Mr. Edwards told also that the Shipping Federation, after negotiations, conceded: (1) That they would not give preference of employment to non-Union men; (2) that they would sign on men at the mercantile marine offices in those cases where ships had been in the habit of having their crews so signed on prior to the dispute, provided that the manifesto issued by the Labour Council was withdrawn, and that the Seamen and Firemen's Union should not insist upon a monopoly of employment for members of their Union; that men having once signed to go to sea should observe their engagements in the ordinary way, but that the Merchant Shipping Act should be construed as depriving individual men of the power of refusing to ship with incompetent men. The manifesto was thereupon withdrawn; but subsequently a letter was received from the Shipping Federation, which was practically a declaration of war, and he considered then, and still considered, that the Shipping Federation were guilty of the most distinct breach of faith by leading the Union to believe that the terms submitted were submitted in good faith. In addition to this the Shipping Federation had been guilty of one of the most contemptible things possible in inserting a clause in one of the letters written by witness which was not written by him, and which altered the whole meaning of his letters. The result of the strike was that owing to the Shipping Federation breaking off negotiations, the Union, not wishing to involve London in a big crisis, declared the dispute at an end. Since then the Union had never been able to get alongside the Shipping Federation for the purpose of negotiating, and where any friction had arisen it had generally culminated in a strike instead of the dispute being settled amicably. He might say that the preference clause had been done away with, and the word "competent" had been inserted before "sea-going person" in the rule as to the issue of registration tickets. He then proceeded to charge the Shipping Federation with having got up several bogus meetings with a view of influencing public opinion in different parts of London, and from those meetings, which were supposed to be representative of Unions in London, manifestoes were issued. He also exposed the practice of supplying blacklegs with firearms, and he had further

to complain of the issue of forged discharges. In one case a woman had forged 500 discharges, and in every one of those cases the men had passed through the Shipping Federation offices. Then, again, the Shipping Federation had deliberately and consistently gone into agricultural districts to bring in men, instead of getting men in London to do the work. They also had agents on the Continent who entered into agreements with foreign fishermen and seamen to work on the Federation ticket. Numbers of Finland fishermen and Rhine steamboat men were pledged to come over and work in this country in the event of dispute.

CORRESPONDENCE.

RULES.

Correspondents must write on one side of the paper only, and to secure early publication be as brief as possible.

FOR SIR JOHN GORST, M.P.

To the Editor of "Seafaring."

DEAR SIR,—While reading one of the labour papers the other evening I was taken by surprise on seeing the account of Sir John Gorst, M.P., parading the country on the eight hours question and labour in general. In my opinion Sir John would be doing more good to the labour question if he would take the trouble to visit the free labour men employed on a line of steamers in the Albert Docks. Being chairman of the Company he might have some influence with them, after giving them the preference of employment for the past twelve months.—Yours, etc.,

ONE OF THE DEATH OR GLORY BOYS,
Oct. 10.

TO CORRESPONDENTS.

BLUNT JACK.—You should have sent name and address.

MR. WARD.—We are not aware whether the Shipmasters' and Officers' Union is still in existence, and cannot forward letters to it.

THE court of inquiry held for the purpose of inquiring into the recent sinking of two fishing boats off Plymouth by H.M.S. *Plucky* has been proceeded with. Admiralty refused to permit cross-examination by the solicitors of the fishermen, and in consequence they withdrew, and advised their clients not to attend.

A CAPTAIN CHARGED WITH DRUNKENNESS.—At the Falmouth Police Court, on November 4, before the Mayor (Mr. J. Grose), Captain Reed, R.N., and Mr. T. Webber, magistrates, Robert M'Sherry, Robert Hamilton, John Smith, John M'Larin, John Guallagher, Duncan M'Jones, George Kent, Von Leene, and H. Petby, firemen and able seamen of the *Provincia*, s, were charged with refusing to do duty aboard the vessel in the harbour. Mr. W. L. Fox prosecuted, and all the defendants pleaded not guilty. From the evidence it appeared that the steamer put into Falmouth on Oct. 18 last for repairs, and those being completed, she left on Monday for Alexandria. On getting into the bay it was found there was a slight defect in the machinery, and, colliding with a schooner, she returned to Falmouth. The repairs were effected, and at midnight on Tuesday the captain ordered the men to turn to. They refused, and maintained their refusal at different times through the morning. In answer to the mayor as to whether they had any question to ask the captain, the whole of the defendants alleged that complainant was an intemperate man, and was intoxicated on Tuesday night. They considered he was not a fit man to have command of a vessel. The men subsequently stated that they did not object to go in the ship; they refused to go under the command of Captain Campbell. After hearing the evidence of several witnesses the Bench retired, and on returning into Court the Mayor said the Bench had decided to dismiss the case. Mr. Fox asked the Bench to give the men to understand they were not free of the ship—they were still bound by their articles. The Mayor replied that they could not interfere in the matter.

NOT A ROMANCE.

The big man was half drunk, and when he leered at the young woman she tried to pass him on the extreme outer edge of the side-walk. He stepped in front of her, and she tried to pass to the other side of him. He was in front of her again, and exclaimed:

"Don't hurry, my pretty."
She was about to turn and run, when another man emerged from the shadow of a building.
"Hold on here," he said. "What's the matter?"
"None of your business," retorted the first man.
"Well, we'll see," said the second. "You've been annoying this lady."
"Mebbe she's your wife," sneered the first.
"Well, she isn't."
"Or your sister?"
"No."
"Or your sweetheart?"
"Never saw her before."
"Oh, you're trying to make a mash, too, are you?"

Pugilists would have called the blow a "beautiful" one, but the kick that followed it would certainly have been declared a "foul."

"Oh, sir!" cried the young woman, when the smoke of battle had cleared away. "I—"
"Go on home?" exclaimed her champion.

"But, sir, you have—"
"Go on home, I tell you, and don't be chasing around nights again," he interrupted.
"But your noble action," she began again.
"Noble nothing?" he interrupted again. "I've been watching for that man for six weeks, and it's the first time I've found him so drunk that I could smash him without getting the worst of it. Go on home! This was business, not romance."

He lit a cigar and sauntered down the street with the air of a man who had settled an outstanding account.

SHE SPOKE DISRESPECTFUL.

He was no longer young. Time had not bent his form nor sapped his physical energies, but had laid its hand gently on his head, silencing a thread here and there, and had touched with kindly fingers his brow, cheek, and temple, leaving faint yet indelible traces of the caress. In the firm, even tones of his voice there was no suggestion of failing powers. His eye was not dim nor his natural force abated.

"It is true, Miss Mildred," he said, "that there is some disparity in our ages, but that is a peculiarity that will become less noticeable as the years roll by. Call to mind the cases within your own knowledge, Miss Mildred," he continued, leisurely uncrossing his legs and crossing them again inversely, "in which the husband is about the same age as his wife, but looks a dozen years younger. The tendency of the humdrum home life is to make the wife become aged more rapidly, while the husband, on account of his inevitable connection with the busy world, retains his freshness for a much longer period."

"That is a strange argument for a man to use, Mr. Marshmallow—"

"Beg pardon, Miss Mildred, but no argument is a strange one for a man to use who is pleading his suit at the court of beauty."

And Mr. Marshmallow smoothed out a crease in his coat sleeve and looked smilingly at the young lady.

"But—"
"Beg pardon again, Miss Mildred. This is no ordinary affair with me, I assure you. I am deeply—I may say intensely—in earnest. In matters of this kind I never trifle."

"But let me say, Mr. Marshmallow—"

"Don't be hasty, Miss Mildred, I beg of you. Remember I am offering you my hand and heart, and that I fully mean what I say."

"I understand you, sir," replied the proud young girl, with something like a shiver, "and I respectfully decline."

"What?"
Mr. Marshmallow was both surprised and indignant.

"Is it possible I have heard you aright, Miss Mildred?" he asked.

"It is, sir. I do not know of any reason I have ever given you to suppose I would listen to a proposal of marriage from you."

"And you refuse?"

"I do, sir, emphatically. Further than that, sir, you will permit me to say I consider you presumptuous and forward to an unpardonable degree."

Mr. Marshmallow slowly uncrossed his legs, rose to his feet, drew himself up to his full height, took his hat, cane, and gloves, and, with the manner of a man deeply injured, but personally superior to misfortune, he said to the young woman as he made his way with unruddied dignity to the door:

"It grieves me beyond measure, Miss Mildred, to hear you speak in this disrespectful way to a man old enough to be your grandfather."

THE SAME OLD WAY.

Traveller: "And you say you have a hundred souvenir spoons! Didn't they cost you lots of money?"

Traveller: "Not at all. The waiter turns his back and I do the rest."—*Toledo Blade*.

TERRIFIC TEMPEST.

SEAMEN'S SUFFERINGS.

SAD SCENES.

HEROIC RESCUES.

Wednesday was a day of storm and wind such as we have not experienced before even in this year of disastrous gales and floods. Some idea may be gained of the force of the hurricane from the report of the Greenwich Observatory, which says that at a little after 2 p.m. the pressure of wind to the square foot was 32.2lb., an increase of about 25lb. since the morning report. From all parts of the kingdom—especially from the South and East coasts—have been received the news of loss, and peril, and death. Even in London itself there has been no lack of accidents. Hoardings were blown to the ground with serious consequences to the passers-by; trams were temporarily stopped in North London; a huge elm, nearly 60 feet high, crashed down upon carriages and carts in St. James's Park; while a train from Horsham to London, passing near Leatherhead, narrowly escaped destruction from the fall of a tree. It is not yet known how many persons have suffered injury in the metropolis alone; while from the provinces comes the intelligence of manifold disasters from slates and tiles and overflowing streams.

THE WRECK OF THE BENVENUE.

It is, however, on the southern and eastern coasts that the full violence of the gale was felt. Shipwrecks are reported from Lowestoft, from Aldeburgh, from Yarmouth, from Scarborough, from Hastings, from Brighton, and the Isle of Wight; but no tale is more piteous than that which is telegraphed from Sandgate, where the ship *Benvenue*, of Glasgow, was driven ashore in the morning opposite Wellington-terrace. The ship, which is a fine vessel of 2,033 tons, belonging to Messrs. Watson Brothers, of Glasgow, lay only about 300 yards from the shore, but the sea was so furious that all earlier attempts to reach her failed. The local lifeboat was launched, but, after a brief struggle with the waves was beaten back upon the beach. Nor was it possible to throw a line to the unhappy sailors, who, as the tide rose, were seen clinging to the rigging, exposed to the keen fury of the pitiless blast. As the day wore on, and no help or succour came, some of the shipwrecked crew, no longer able to endure the miseries of their position, and half-dead with cold and exhaustion, fell into the sea and were swept away. Late in the evening the efforts of the lifeboat were successful, and the survivors of the crew were brought to shore.

A correspondent has had an interview with the rescued crew, which numbered 32 all told, and of these no fewer than 27 were gallantly saved by the Sandgate lifeboat. The five who perished are Captain Moddrell, who was in command of the vessel; Pringle Bruce, of Gravesend; and Edgar Ironmonger, the two apprentices, the steward and an able-bodied seaman. Despite their long exposure on the rigging and mizen-mast of the foundered vessel, the survivors are all conscious, and their sufferings much less than might have been expected. The only one who suffers any external injury is an able-bodied seaman, whose left cheek was wounded by a shot from one of the rockets which were fired from the shore for the purpose of sending out a line to the ill-fated vessel.

Belson, the second mate, reports that in all three rockets passed over the vessel, but only the one that struck him had any cord attached. A man was lowered into the sea and secured it, but when they had hauled at it some time they discovered to their dismay that the other end was not secured to the shore. The men all agree that they did not expect to be rescued, and had practically given themselves up for lost. The sea was close up to their mizen top where they were standing, and every moment they expected the mast to come out. Some of them complain of the tug having left them, and assert that she could easily have got a line on board and rescued them. There were no women on board. The men report that the captain was washed off the poop just at the moment the vessel filled, and was never seen again. The others were all washed away at the same time and practically by the same sea. Belson tells a sad tale of the apprentice Bruce. It was, he says, the lad's first voyage. He was but 14 years of age, and when it was found that the vessel was doomed a life-belt was put round the little fellow. He was, however, washed against the rail and cut his head badly, but Belson managed to seize hold of him, and save him from falling overboard. A moment later another wave came, and the second officer had to let go or he also would have been carried away. The lad was washed overboard, and they watched him for some time

striking out for the shore; but when he had almost reached a place of safety a receding wave caught him, and being probably exhausted by his efforts, he was carried out to sea and lost sight of. The other boy was washed off the rail just as the ship foundered. The nearly about when was sent up by those on shore when the lifeboat was launched was heard by the sufferers, and they remarked one to the other that help was at hand. That was the first ray of hope they had since early morn. The *Benvenue* was being towed up Channel when the gale sprang up. The survivors will be provided with proper clothing and sent on to their homes. The vessel lies in six or seven fathoms of water, about 700 yards off Sandgate, and there is some expectation that she may yet be raised. The rescued mariners passed a resolution of heartfelt thanks to the lifeboat crew for the gallant manner in which they came to the rescue when all hopes appeared to have vanished.

Referring to the difficulty which was experienced in launching the lifeboat, the *Globe* asks: Would steam lifeboats have succeeded any better? We express no opinion on that head; it is a question for experts to decide. It is on experimental record, however, that steam power has the great advantage of quickly getting up speed—much more quickly than when oars are the sole means of propulsion. Tugs do not appear to be of much avail; the Dover boat was thus assisted, but she could not get to the scene of disaster until the Sandgate boat had taken off the survivors from the wreck. We should imagine that steam lifeboats could be profitably utilised at harbours, such as Dover, if not on the open coast. But they are very expensive, and the Royal Lifeboat Society is, unhappily, too circumscribed for funds to increase its expenditure in any department. That should not be the case; this great national institution deserves a far larger measure of support than it receives, and if it is the opinion of those who direct it that steam lifeboats would augment its life-saving machinery, it should be at once supplied with the necessary funds. We see no reason why a Lifeboat Sunday collection should not be organised for the purpose on the same lines that have produced so much financial benefit to our hospitals.

OTHER WRECKES.

Two schooners were driven ashore at Portlade, near Brighton. The crew of one French vessel, named *Ville de Napoleon*, bound from Port Abbey to Dunkirk, were rescued, amidst the greatest excitement, by means of the rocket apparatus. The other schooner, name unknown, grounded about a quarter of a mile from the land. The rocket apparatus was brought into use, but the crew, apparently owing to their exhausted condition, could not avail themselves of it. Heavy seas washed the vessel from end to end, and the men could be seen by thousands of people on shore clinging to the rigging. The lifeboat was summoned, but did not reach Portlade for some time. As the vessel began to break up, the crew leaped into the surf. For a while they battled bravely with the waves, but were eventually overcome, and four men were drowned.

In the morning the Scotch fishing boat *Star of the East* (William Brown master and owner) in making for Lowestoft Harbour, missed the entrance, and dashed against the north-eastern pier with such force that she was smashed to pieces. Seven of the crew were swept away and drowned. One man, named James Bartham, nephew of the master, succeeded in catching hold of a piece of wreckage, by which he supported himself until he was picked up.

At 1 o'clock on Wednesday morning the lifeboat *Boy's Own*, No. 2, stationed at Poole, Dorset, belonging to the Royal National Lifeboat Institution, was called out by signals, and found the Norwegian brig *Solertia*, of Tönberg, 256 tons, stranded in Poole Bay. The vessel had lost her mainmast, the seas were breaking over her, and she became a total wreck. The master, crew of eight hands, and a customs officer who was on board, were taken into the lifeboat and brought safely ashore.

The lifeboat *Samuel Plimsoll*, of the Royal National Lifeboat Institution, stationed at Lowestoft, rescued two of the crew of a Scotch fishing-boat named the *Paramour*, which had stranded on the North Holme Sands. Six of the crew had unfortunately been washed overboard before the lifeboat arrived.

The Institution's lifeboat *Aldeburgh*, stationed at Aldeburgh, Suffolk, put off on Wednesday afternoon and saved a vessel's crew consisting of 16 men.

At Eurnham, Somersetshire, the Institution's lifeboat "John Godfrey Morris" rescued three men from the wrecked smack *Elizabeth*, of Gloucester, and three men from the *Flora Rich*, which had stranded. Both vessels were laden with coal, and were bound for Bridgwater. Seven other vessels were stranded off this place.

The institution's Worthing lifeboat *Henry Harris* was launched in a tremendous sea and wind on Wednesday, saved seven lives from the three-masted schooner *Karl Kong*, and landed them about a quarter of a mile from Lancing Coastguard Station. The boat was then brought back through Worthing, launched about a mile from Goring, and rescued a second crew of seven men from a large vessel which had stranded. The same crew manned the lifeboat on each occasion.

SHIPS SPOKEN.

Ariadne, Nov. 7, 49 N, 6 W.
Antoinette, English barque, steering east, Oct. 30, 43 N, 60 W.
Alice M. Claridge, British barque, Bergen to New York, Oct. 22, 41 N, 66 W.
Annie M. Law, British ship, Pensacola to Rio Janeiro, Oct. 22, off Key West.
Andrina, four-masted ship, steering south, Oct. 27, 7 N, 28 W.
Andes, Sept. 20, 10 S, 30 W.
Annie M. Law, ship, Pensacola to Rio Janeiro, 33 N, 74 W.
Bandeete, barque, of Liverpool, steering NE, Nov. 3, 51 N, 19 W.
Buda, schooner, bound east, Nov. 3, 51 N, 16 W, short of water.
Baron Colonsay (?), Oct. 2, 11 N, 25 W.
Ben Cruachan, Sept. 28, 47 N, 12 W.
Burmah, ship, steering SW, Nov. 4, 44 N, 14 W.
Ben Macdui, Sept. 23, 46 S, 45 W.
Calliope, barque, of Windsor (N.S.), Belfast to New York, Oct. 23, 51 N, 20 W.
City of Madras, ship, Oct. 31, 49 N, 12 W.
Carnarvonshire, Shields to Buenos Ayres, Sept. 23, 3 N, 26 W.
D. H. Rivers, schooner, Brunswick (Ga.) to Liverpool, Oct. 25, 34 N, 70 W.
Dahomey, s, bound south, Oct. 29, 16 N, 17 W.
Emile, Grand St. Pierre (Mart) to Havre, Nov. 4, 50 N, 17 W.
Elise, Oct. 21, 89 N, 30 W.
Emily Waters, barque, Swansea to Valparaiso, Nov. 1, 5 N, 26 W.
Edward D. Jewitt, barque, steering NW, all well, Nov. 6, lat. 48, long. 22.
Fulwood, ship, of Liverpool, Cardiff to Rio Janeiro, Nov. 2, 31 N, 17 W.
"Flanin," s, steering west, all well, Oct. 29, 46 N, 26 W.
Falkland, four mast ship, New York to Melbourne, Oct. 15, 30 N, 4 W.
"Georgine Lange," barque, nationality unknown, Nov. 2, 47 N, 26 W.
Harold, barque, of Halifax (N.S.), steering west, all well, Nov. 4, 51 N, 18 W.
Hawkesdale, ship, Nov. 2, 51 N, 14 W.
Immortalite, H.M.S., steering SE, Nov. 6, off Cape Corbido.
Invicta, from Finisterre, four miles south of Gribben Head, short of coals and oil, otherwise all well.
Jersey City, s, New York to Bristol, Oct. 24, 41 N, 49 W.
John K. Kelly, steering east, Nov. 2, 50 N, 14 W.
John E. Sayre, ship, all well, Nov. 5, 49 N, 8 W.
Julia, American barque, steering east, Oct. 23, 34 N, 47 W.
Jane, barque, of Liverpool, Oct. 31, 49 N, 12 W.
Kildonan, barque, Nov. 3, 43 N, 13 W.
Kalliope, steering east, Nov. 2, 50 N, 14 W.
Kathleen, English barquentine, Galveston to Leith, steering east, all well, Nov. 2, lat. 43, long. 39.
Lennox, s, of Leith, bound west, Nov. 4, 36 N, 11 W.
M. E. Watson, of Liverpool, outward-bound, Oct. 2, 10 N, 27 W.
Macmillan, Aug. 6, 21 S, 131 W.
Mabel, steam tug, of London, Port Glasgow to Bahia, Sept. 19, 4 N, 13 W.
Ophir, s, for Australia, Nov. 8, 46 N, 8 W.
Oronsay, ship, of London, Fredrikstad to Melbourne 41 days, had had very bad weather, all well on board.
Pendragon Castle, of Liverpool, Nov. 5, 58 N, 14 W.
Plavier, brigantine, Plymouth to St. John's Harbour, Nov. 5, 51 N, 17 W.
Ruby, barque, Oct. 27, 45 N, 42 W.
Rialto, of Liverpool, Nov. 6, 50 N, 16 W.
Star of Germany, Sept. 22, 10 N, 27 W.
Scotland, barque, of Windsor (N.S.), Hamburg to New York, Oct. 26, 41 N, 55 W.
Spree, s, Southampton to New York, Nov. 5, 50 N, 8 W.
Salamanca, barque, bound south, Nov. 3, 34 N, 16 W.
Swanbilda, British barque, San Francisco to Havre, all well, Sept. 25, 32 S, 25 W.
Sydenham, English barque, all well, Nov. 3, 50 N, 14 W.
Socotra, British ship, San Francisco to Havre, Sept. 30, 5 N, 121 W.
Strathdon, British barque, steering SW, Oct. 27, 1 S, 30 W.
Thetis, s, steering SW, Nov. 1, 27 N, 16 W.
Thorbecke VI, Sept. 17, 21 S, 29 W.
Wandering Jew, ship, Boston to New York, Oct. 24, 41 N, 69 W.
West Riding, barque, Swan River to London, all well, Nov. 6, 49 N, 16 W.
Walter H. Wilson, Calcutta to Amsterdam, all well, Nov. 7, 48 N, 17 W.

SEAFARING DISASTERS.

Ariel.—Oxford Haven, Nov. 11.—Schooner *Ariel*, of Goole, Keadby for London, on beach East-lane Point; crew saved by rocket apparatus.

Abriel, s.—See *Prosperity*.

Ada.—See *Conquest*.

Amarynthia, s.—Greenock, Nov. 12.—*Amarynthia* put back with decks swept.

Annette.—See *Kate*.

Blanche.—Teneriffe, Nov. 11.—British brig *Blanche*, Cardiff for Rio Janeiro, foundered at sea. Crew picked up and landed here.

Bradford.—London, Nov. 12.—Ketch *Bradford* missed making Ramsgate Harbour, and went ashore at the back of the pier. The crew of four saved by the lifeboat.

Benvenue.—Dover, Nov. 11.—Ship, *Benvenue*, of Glasgow, ashore near Sandgate, total wreck. Lifeboat rescued 27 of the crew. Names of drowned: James Moddrell (captain), Charles Winter, A.B., Arthur Swannage, steward, Bruce (apprentice), Ironmonger (apprentice).

Buda.—Cardiff, Nov. 10.—*Buda*, Cardiff for Quebec, in the roads with loss of boats and deckload.

Charles E. Lefursey.—Provincetown, Mass., Oct. 28.—Dismasted British barque *Charles E. Lefursey* reports carried away masts in a hurricane Oct. 13, and the vessel was blown as far east as Cape Sable, when an easterly gale blew her back to Nantucket Shoals.

City of York.—Malmo, Nov. 3.—The English fishing smack *City of York* was abandoned Oct. 31, in the North Sea, after collision with the *Eos* (s), of this port, which landed the crew here on Nov. 1.

Charlotte.—Liverpool, Nov. 9.—Fire broke out on board flat *Charlotte* in Stanley Dock, yesterday, and the mate of another flat, who was in the cabin, was suffocated.

Chatfield, s.—Baltimore, Oct. 30.—*Chatfield*, Galveston for Liverpool, towed into Fortress Monroe on Oct. 28, having lost her propeller and the tail-piece of her shaft. She will go into dock at Newport News.

Cliveden, s.—Galatz, Nov. 8.—British steamers *Heathmore* and *Cliveden* have been in collision. Former uninjured; latter damaged severely; both bound for Galatz. *Heathmore* in port. *Cliveden* detained below Toulcia.

City of York.—Fishing smack, *City of York*, was run down. Crew were landed in Sweden, and came home in steamer *Argo*.

Comorin.—Liverpool, Nov. 11.—*Comorin*, from Miramichi, at anchor in Crosby Channel this morning, was run into by the *Vancouver* s, and cut down to water's edge on port side; anchored waterlogged.

Caerleon.—See *Elizabeth*.

Conquest.—Cowes, Nov. 12.—Schooner *Conquest*, of Padstow, Gijon, via Plymouth for London, cargo nuts, assisted here last night by tug, having dragged and slipped from anchors and chains, and collided with the schooner *Ada*, of Barrow, off Ryde, receiving slight damage.

Cygnat.—See *Elizabeth*.

Despatch.—Minehead, Nov. 11.—Smack *Despatch*, ashore Blue Anchor Bay; crew landed.

D.M.R.E., schooner, of Cornwall, was in collision with trawler *Glenora* 9th inst. at Milford, and sustained loss of jibboom.

Drury.—United States schooner *Drury* and British brig *E. L. Margaret*, Trinidad for Laguna (ballast), totally lost. All saved.

Emma Jane.—Cardiff, Nov. 2.—The schooner *Emma Jane*, of Padstow, in ballast, foundered on the night of Oct. 30 after collision with the pilot cutter *Little Annie*; crew saved.

Eos, s.—See *City of York*.

Elizabeth.—Trinity steamer *Alert* fell in with ketch *Elizabeth*. Took off crew of two men; landed at Plymouth.

Enterprise.—Indian Government steamer, foundered during a gale at Port Blair. All on board lost except six natives.

E. L. Margaret, see *Drury*.

Eider, schooner, wrecked at Seabrook. Captain, wife, and boy drowned. Remainder crew saved.

Elizabeth.—Bridgwater, Nov. 11.—*Elizabeth* breaking up, lifeboat engaged; terrific gale now slightly moderating. *Cygnat*, *Caerleon*, *Flora*, *Caroline*, and two pilot boats also ashore high water; no lives lost.

Flora Rich.—London, Nov. 12.—At Burnham, Somersetshire, the lifeboat rescued three men from the *Flora Rich*, bound for Bridgwater, which had stranded.

Fairy, s.—Antwerp, Nov. 8.—A fire broke out amongst some cotton and 200 rolls of paper on board *Fairy*, from Hull, caused by the falling of a lighted petroleum lamp; damage considerable.

Frigo, s.—Bergen, Nov. 6.—The *Frigo*, s, which left Cardiff Oct. 9 for this port, has not arrived

here, and it is feared that the is lost with all hands. Some days ago a lifeboat was found at Skudenesaas, which has been recognised as belonging to the *Frigo*. Various ship's materials belonging to that steamer have also washed ashore at Utsire.

Glenhuntingly.—Telegram from Rosario states:—*Glenhuntingly*, Rosario for Channel, went ashore in the river.

Gemini.—Ramsgate, Nov. 12.—Smack *Gemini*, Havre (light), reports four of the crew washed overboard. Assisted in by Ramsgate tug and Broadstairs boatmen.

Hamardden Castle, s.—Liverpool, Nov. 12.—*Hamardden Castle*, steam flat, ashore at Formby Point; supposed wreck.

Highlands.—St. John, N.B. (by cable received Nov. 5).—British barque *Highlands* has put back leaky.

Harmine.—German galliot, in collision with an unknown vessel off the Lizard.

Heathmore, s.—See *Cliveden*, s.

Ida, s.—*Ida*, from Galveston, at Liverpool, reports that a fire was discovered amongst the cotton in the forehold on 5th inst. The fire was subdued by the officers and crew.

John and Jane Hannah.—Lowestoft, Nov. 11.—Flushing boat *John and Jane Hannah*, of Lowestoft, ashore at Ness Point; one man washed overboard entering Gat; remainder saved. Boat total wreck.

Jubilee, British steamer, Sydney for Wellington has put back with decks swept; must dock for repairs.

J. K. A..—Scilly, Nov. 11.—The schooner wrecked at Eastern Island is the *J. K. A.*, of Watchet, from Cork for Poole; crew landed at St. Martin's. Vessel became a total wreck.

Kate.—Bristol, Nov. 11.—*Kate* and *Annette*, from Dungarvan, and another coasting vessel, are ashore near Avonmouth.

Kocheke.—Quebec, Oct. 26.—Schooner *Kocheke*, Moorhead, from Carleton (I. Campbellton) for Queenstown, with hard wood, is ashore at Amherst Island, total wreck. Crew saved.

Kathleen.—Whitstable, Nov. 9.—Brigantine *Kathleen*, of and for this port, cargo coal, has been totally lost in Swin here; boat with some of the bodies of crew reported driven ashore near Clacton, and identified.

L. B. Hatch.—Boston, Oct. 27.—British schooner *L. B. Hatch*, from Annapolis for Boston, with cord wood, was abandoned dismasted and waterlogged. Crew taken off by the steamer *Carroll* and brought here. Soon after the *Carroll* left the waterlogged vessel, an unknown schooner went alongside of her and put a crew aboard.

Lois Jane, of Harbour Grace, has been given up for lost, with all hands. She was engaged in the Labrador Fishery.

Luz, s.—Athens, Nov. 8.—According to details received here regarding the burning of an English steamer near the island of Negropont, the vessel was named the *Luz*, and was bound for Belgium from Batoum, with petroleum. Sixteen persons perished in all, including the captain.

Margaret Mitchell.—Ardrossan, Nov. 8.—*Margaret Mitchell*, schooner, of Greenock, ashore on south point, Horse Island; crew landed.

Mary Jane.—The dead body of a sailor named Gorman, one of the crew of the fishing smack *Mary Jane*, was washed into Waterford Harbour on Saturday evening, and as the craft has been missing for over a fortnight, it is feared that she has foundered with all hands, five in number.

Mercedes, s.—New Orleans, Nov. 6.—British steamer *Mercedes* took fire in port. Fire has been extinguished; 50 bales damaged.

M. E. C..—Holyhead, Nov. 11.—*M. E. C.*, schooner, from Skibbereen for Liverpool, ashore near Towyn Capel, and total wreck; crew were taken off and landed here.

Mary.—Gravesend, Nov. 11.—Barge *Mary*, of London, foundered in Lower Hope; crew saved.

Maria Joseph, s.—Scarborough, Nov. 11.—Paddle trawler *Maria Joseph* foundered five miles east of Scarborough. Crew landed by trawler *Star*.

No. 1 pilot boat.—New Brighton, Nov. 11.—Steamer *Sailor Prince* collided with *No. 1* (pilot boat) in Crosby Channel. Pilot boat sunk; one man missing.

Nerissa.—Hastings, Nov. 11.—*Nerissa*, cargo plates, from Portmadoc, ashore Hastings Beach; fear total wreck. Crew ashore.

Paramount.—Lowestoft, Nov. 11.—Scotch fishing boat *Paramount*, of Banff, foundered on Holm Sand and is a wreck. Two men saved by Lowestoft lifeboat. Remaining six men drowned.

Prosperity.—Ramsgate, Nov. 12.—*Prosperity*, schooner, of and from London for Guernsey, was run into when at anchor in Dows by steamer *Abriel*.

Pansy, s.—Erith, Nov. 6.—Steamer *Pansy*, of Swansea, coming down river collided with schooner *Wonder*, of Fowey; carried away foremast, etc.; schooner also damaged.

Palamed, s.—Shanghai, Oct. 2.—The steamer *Palamed*, from Liverpool, reports that after leaving Hong Kong she encountered a typhoon, knocking in the end of the after-house and washing off the after-hatch tarpaulins, and damaging cargo.

Parsee.—St. Louis (N.B.), Nov. 6.—Schooner *Parsee*, with all on board, has been lost.

Phym.—Fishing ketch *Phym*, of Ramsgate, drifted ashore.

Phym.—Brighton, Nov. 9.—The *Phym*, trawler, of Ramsgate, stranded at Brighton; crew saved.

Richard L. Wood.—Aldborough, Nov. 11.—*Richard L. Wood*, ketch, of Goole, from London for Yarmouth, with oilcake, was wrecked last night; crew all saved by rocket apparatus.

Richard and Thomas.—Hull, Nov. 11.—Yesterday the Scarborough yawl *Richard and Thomas* returned to port seriously damaged, having been in collision off Flamborough Head with the coasting steam trader *Auckland* earlier in the day.

Sailor Prince, s.—See *No. 1* (pilot boat).

Satellite.—Melbourne, Oct. 4.—*Satellite* and *Strangs*, schooners, were much overdue at Noumea on the 23th ult., and it was feared they were lost.

Sailor Prince, s.—Liverpool, Nov. 11.—*Sailor Prince*, s, has put back with plate indented through collision with *No. 1* pilot boat.

Staveley, s.—Grimsby, Nov. 11.—The *Staveley*, s, Miller, put back to port, engine broken down.

Stella.—Palais, B.I., Nov. 9.—The brig *Stella*, of Granville, was totally lost last evening near Port Kerel.

Success.—Deal, Nov. 12.—The lugger *Success*, of Deal, reported lost off Dimchurch, and two of her crew, Grigg and Philpot, both of Deal, drowned.

Sabine.—Barbadoes, Nov. 5.—The *Sabine*, Lancelin, from Miquelon for the West Indies, has been lost near here; crew saved.

Saint Patrick.—Galway, Nov. 6.—Fishing canoe *Saint Patrick* capsized; three men drowned.

Swansea.—Fowey, Nov. 5.—*Swansea*: Captain reports steamer ran into her, Lizard bearing W. by N. 18 to 20 miles; asked steamer to stand by, burnt torches, neither of which recognised.

Star of the East.—Lowestoft, Nov. 11.—Scotch fishing boat *Star of the East*, of Leith, Brown master, in entering harbour was driven against the North Pier extension and wrecked. Six of crew drowned; man saved reported died after being landed.

Stranger, see *Satellite*.

Teza, s.—Philadelphia, Nov. 11.—The Allan Liner *Hibernian* was in collision, on the 30th ult., with the *Teza* (? *Teza*, s), which was slightly damaged. *Hibernian* sustained no injury.

Travodon.—Shoeburyness, Nov. 11.—Schooner reported ashore name *Travodon*, laden slates; taking no assistance. Captain of Southend fishing boat *Fiona* lost; boat capsized going to ship.

Ville de Napoleon.—Southwick, Nov. 11.—Schooner *Ville de Napoleon*, of Dunkirk, ashore at Portslade; crew landed by rocket apparatus.

Victoria.—Alicante, Nov. 7.—Italian brig *Victoria* has foundered. All crew, with the exception of one, drowned.

Veracity.—Aldborough, Nov. 11.—Ketch *Veracity*, of Goole, from Keadby for London, wrecked Thorpness; crew saved by rocket apparatus. Captain's wife fell out of breeches buoy, but ultimately rescued.

Winifred.—Aldborough, Nov. 11.—Barque *Winifred*, from Norway for London, total wreck; three masts gone; crew all saved by the Aldborough lifeboat; too far off for apparatus.

William J. Rotch.—Yokohama, Sept. 26.—Ship *William J. Rotch*, which arrived at Higo Sept. 21, from Philadelphia, reports: Encountered a typhoon. Two men were washed overboard and lost.

William Lewis (s.).—San Francisco, Nov. 6.—*William Lewis*, steam whaler, wrecked at Point Barrow. Crew saved.

Wamphray.—Iquique, Nov. 10.—While at sea a fire broke out on board the *Wamphray*, Glasgow for San Francisco; abandoned in a sinking condition; all on board landed here.

THE Chamber of Commerce at Glasgow have had the question of the working of cargoes on Sunday in foreign ports, in certain Crown colonies, and in our Indian harbours under consideration, and at a recent meeting the directors adopted a report to the effect that "the Chamber was in full sympathy with the object aimed at by the Missions to Seamen, that from inquiries made the practice of working cargoes on Sundays by British merchants in foreign ports seems to be decreasing, and that if any practical remedy could be suggested whereby the practice might be further discontinued, the directors would give such remedy their support."

SEAFARING MEN SHOULD JOIN WITHOUT DELAY, REDUCED ENTRANCE FEE, THE SAILORS' AND FIREMEN'S UNION

Great Britain, Ireland & other Nations
Telegraphic Address: "AGITATORS, LONDON."

PRESIDENT:
SAMUEL PLIMSOLL, Esq.

Among the chief objects of this powerful Union are:—

- To obtain reasonable Hours of Duty, and maintain a fair rate of wages;
- To provide for the safety of Ship's Work;
- To provide a good Class of Men, who shall be on board at the appointed time, and in a sober condition, ready for work;
- To provide assistance in case of Illness, Accident, and Shipwreck; and
- To provide Legal Assistance for all Claims and defences.

Full particulars may be had of any of the Secretaries, whose names and addresses are:—

AARHUS.—A. Nielsen, Agent, Office, 21, Nørregade.
ABERDEEN.—Jas. C. Thompson, 49, Marischal-st., sec.; J. S. Watt, Esq., advocate, 7, King-st., law agent. Meeting, in office—contributions, 7 p.m.; business, 8 p.m., Monday.
AMEL.—G. H. Guthrie, 1, New Bridge-street, via Acklington, sec.; John Mathews, Steamboat Inn, Amble Harbour, treasurer.
AMSTERDAM.—H. Wienhuizen, Waterloo Plain, secretary.
ARBROATH.—J. Wood, 17, Ferry-street, Montrose.
ARGOSSAN.—J. McMurray, Jun., 59, Glasgow-street.
ARKLOW.—P. Bolger, Main-street.
AYR.—C. Nielson, 63, S. Harbour-street.
BANFF.—R. Barlow, Fife-street, agent.
BARROW-IN-FURNESS.—E. Clayton, 21, Hindpool-road. Meeting, Monday evening, 7 p.m., at office.
BARRY DOCK.—J. Harrison, Kingsland-crescent, sec.; J. H. Jones, Esq., solicitor; Dr. Gore, medical officer, Barry-rd., Cadroxton; H. J. Morris, 7, Station-road, Barry Dock, delegate. Meeting, Thursday, 7.30 p.m., at Barry Hotel.
BELFAST.—P. Clibbett, 41, Queen-square, sec.; S. M. Shaw, assistant sec.; Jas. Newell, outside delegate. Meeting, Thursday, 7.30 p.m., at office.
BERGEN.—Johannesen, sec., Socialistisk Arbeider, Forening. Meeting, Wednesday, 8 p.m.
BIRKENHEAD.—D. J. Kenny, 12, Taylor-st., sec.; J. Kerr outside delegate; W. A. Tetlow, Esq., solicitor. Meeting, every Monday at 7.30.
BLYTH.—George Cowie, 9, Market-street. Meeting, Tuesday evening, 7 o'clock, at Mr. Thompson's Cocoa Rooms, Waterloo, Blyth.
BO'NESS.—Charles Campbell, Albert-buildings, sec. Meeting, Monday, 7 p.m.
BOSTON.—Mr. Symonds, Castle Tavern, Church-street, agent.
BREMENHAVEN.—F. Fintchens, Buergermeister Sinit Strasse, secretary.
BRISTOL.—T. J. Dancy, 41, Prince-street, Queen's-square, sec.; Dr. Walker, 116, New Cut, medical officer; Captain Langdon, 69, Queen-square treasurer; C. Jarman, delegate. Meetings Monday, 7.30, at The Ship, Redcliff Hill.
BUCKIE.—John Calder, Baron's-lane, agent.
BURGHAD.—G. F. MacKenzie, merchant.
BORNTISLAND.—J. Moodie, 12, Somerville-st., sec.; Alexander Mackintosh, Esq., 41, High-st., law agent. Meeting, Monday at 7 p.m.
CARDIFF.—John Gardner, district secretary for Bristol Channel, West Bate-street; F. Wilson, Branch secretary; George Denning and Edward Holbeck, delegates; Dr. De Vere Hunt, Westbourne-crescent, medical officer; J. H. Jones, Esq., St. Mary-st., solicitor. Dr. Hunt attends at above Institute daily at noon.
CONSTANTINOPLE.—T. McKivitt, British Post Office.
COPENHAGEN.—C. R. Czarnowsky, 11, Havnegade, secretary; H. Olsen, outside delegate. Meeting, Thursday, 7 p.m. All English brothers are cordially invited.
CORK.—T. H. Clark, 16, Anderson's Quay, sec. Meetings, Monday and Friday, 5.30 p.m. A. Blake, Esq., Marlborough-street, solicitor.
CHRISTIANIA (Norway).—Olaf Olsen, branch secretary, 2, Raahugaden. Meeting, Wednesday, 8 p.m.
DOVER.—Albert Martin, 13, Commercial Quay, Charlton, sec. Meeting, 13, Commercial Quay.
DROGHEDA.—R. Nugent, 15, Peter-street, agent. Meeting, Friday, 7.30 p.m.
DUBLIN.—M. Bolger, 50, Seville-place, sec. Meeting, Friday, 7.30 p.m. Gerald Byrne, Esq., 29, Lower Ormond Quay, solicitor.

DUNDALK.—L. Eevers, Quay-street, secretary. Meeting, Tuesday and Thursday.
DUNDEE.—O. W. Millar, Mariners' Hall, 48, Candle-lane, sec.; Messrs. Cowan & Dunbar, 3, Reform-st., Dundee, solicitors. Meeting, Monday, 7.30.
DUNGEVAN.—J. W. Shaw, Bridge-street.
FLEETWOOD.—J. Davidson, S. & F. Union, corner of Dock and Albert-streets, sec.; F. Addie, Esq., solicitor. Meeting, Wednesday, 7 p.m.
FRASERBURGH.—Alexander Noble, 27, Firthside-street, agent.
GARSTON (Sub-Branch).—W. Wilkinson, agent, 8, St. Mary's-road.
GLASGOW.—Robt. McBride, secretary, 13, James Watt-street; R. A. Rennie, Esq., law agent, 146, Regent-street; Messrs. Hillon, Baird, and Hill, outside delegates. Meeting first Tuesday every month, Lesser Hall Assembly Rooms, McLean-st., S.S., and second, third, and fourth Monday of every month in Good Templar Hall, 20, Bishop-street, Anderston. Telephone 3184.
GLASGOW (South Office).—A. Thomson, assistant secretary, 18, Plantation-street. Office hours, 9 a.m. to 6 p.m., and till 2 p.m. Saturdays.
GLOUCESTER.—A. E. Evans, 1, Raglan-terrace, Sudbrook, secretary.
GOOLE.—W. R. Chappell, 24, Booth Ferry-rd., Goole, sec.; R. W. E. Whitehead, Esq., Bowalley-lane, Hull, solicitor. Meetings, Tues. and Fri., 7.30.
GOTHENBURG.—A. Bruce, secretary, No. 31, Stigbergsgatan. Meeting, Wednesday, 8 p.m., in Bergsgatan 24.
GRANGEMOUTH.—Edwin Cowie, 6, South Charlotte-st., sec. (Saturdays, 9 a.m. to 1 p.m.) Wm. M. Anderson, Esq., Grange-st., solicitor. Meeting, Monday, 7 p.m.
GRAVESEND.—John Degrin, secretary, Plimsoll House, The Terrace, Gravesend. Meetings, Monday, 7.30 p.m., at same address.
GRAY.—Wm. Wall 18, Charles-street. Meeting every Tuesday 7 p.m., at the Queen's Hotel, High-street. Mr. James Longman, president.
GREAT GRIMSBY.—Wm. Bennett, Unity House, 1, Kent-st., secretary; R. W. E. Whitehead, Esq., Bowalley-lane, Hull, solicitor. Meetings, Monday and Friday, at 7 p.m.
GREAT YARMOUTH.—Charles Swanbrow, 69, South Quay. Meeting at office Monday, 7.30 p.m.
GREENOCK.—G. McNaught, 16, East India Breast.
HAMBURG.—H. Gehr, Hafenstrasse 79, secretary; C. Stoemer, outside delegate.
HULL.—T. Carr, Unity Hall, and Office, 11, Posterngate, secretary; A. Clark, and W. Brown, outside delegates; R. W. E. Whitehead, Esq., Bowalley-lane, solicitor. Meeting nights, Tuesday and Friday, at 7.30, in Unity Hall. New Office opened in Hotham-st., near the Bridge, Alexander Dock, Hedon-rd. Office hours, 12 to 4. Steam Trawl Engineers' Branch, 65, West Dock-avenue; J. G. Runnacles, secretary. Meeting, Monday, 2.30 p.m.
KING'S LYNN.—C. W. Arnold, St. Ann-st., sec. Meeting, Monday, 8 p.m., at Royal Standard, County Court-road.
LEITH.—James Brown, 15, Commercial-street (opposite Shipping Office), sec.; W. J. Haig Scott, Esq., S.S.O., solicitor; Gilbert Archer, Esq., J.P., treasurer. Meetings, Tuesday, 7.30 p.m., in Lifeboat Hall, Tolbooth Wynd, Leith. Telephone 655.
LIMERICK.—F. Reynolds, agent, 24, Windmill-st.
LIVERPOOL.—H. R. Taunton, 8, Price-street, sec.; George Garrett and W. H. Noble, outside delegates; W. Atcherley Tetlow, Esq., 8, Westminster-chambers, solicitor. Meeting, Monday, 7.30 p.m., at 8, Price-st. Telephone 2296.
Auditor, W. Dickson, Esq., A.C.A., 25, Victoria-street; medical officer, A. Stookes, Esq., M.B., 1, St. George's-square.
LIVERPOOL.—T. Connorty, 133, Derby-rd., Bootle, sec.; W. A. Tetlow, Esq. solicitor. Telephone 2674.
LIVERPOOL.—John William McGovern, sec., 12, Boundary-st., North End, close to Shipping Office. Meeting, Wednesday, 7.30 p.m.
LIVERPOOL (Collecting Branch).—R. Price, 35, Mill-st., agent. Members may here enrol for, or pay contributions for the Liverpool Branch.
LONDON (Rotherhithe and Deptford Branch).—J. Garvie, 31, Albion-street, Deptford, secretary. Meetings, Monday and Thursday, 7.30 p.m., at Chichester Tavern.
LONDON (Tower Hill).—J. Donovan, secretary, 17, King-st. (over Lockhart's Cocoa Rooms). Meeting, Thursday, 8 p.m. Telephone, 11,167.
LONDON (Green's Home Branch).—A. Mercer, 5, Jeremiah-street, East India-road, E., secretary; A. Palmer and P. Power, delegates; agent at Millwall, Chas. Wheeler; Dr. Hope, medical officer. Meeting, Tuesday, 8 p.m., School-room, Plimsoll-street, Poplar. Telephone 5213.
LONDON (Tug-Boat Branch).—G. Donaldson, 10, Cold Harbour, Blackwall, secretary.

LONDON (Tidal Basin).—F. Fowler, opposite Shipping Office, Tidal Basin, E., sec. Meeting, Friday evening, 8 o'clock. Dr. Moir, 168, Victoria Dock-road, medical officer. Telephone No. 5214.
LOWESTOFT.—J. Linder, assistant sec., 4, St. George's-terrace, Lorne Park-road, South Lowestoft.
LONDON DERRY.—A. O'Hea, secretary, Union Office, 99, Foyle-st. Meeting, Wednesday, 7.30 p.m.
MALMO.—Axel Danielson, Nørregation No. 3b.
MALTA.—F. W. Young, 35, Sirada Mizatore Vittoriosa.
MARYPORT.—F. F. Gant, Elliott yard, Senhouse-street, secretary. Meeting Monday, 7 p.m.
METHIL.—Wm. Walker, Commercial-street.
MIDDLESBRO'.—George Cathey, Robinson's Market Hotel, Market-place, sec.; Dr. Ellerton, 38, Gosford-st., medical officer; J. J. Benthams, Esq., 68, John-st., Sunderland, solicitor; W. Gilchrist, 3, Hopper's-yard, Commercial-st., delegate. Meeting, Monday, 7 p.m., at Market Hotel; committee, Thursday, at 7 p.m. Telephone, 5127.
MONTROSE.—John Wood, 17, Ferry-street. Meeting, Monday evening, 7.30, at office.
NAIRN.—A. M. Bochel, 14, Society-street.
NEWCASTLE-ON-TYNE.—T. Dunn, 5, Broad Chare, Quay-side; H. W. Newton, Esq., 2, Elliason-place, medical officer; R. Jacks, Esq., King-street, South Shields, solicitor; Meetings, Mondays and Fridays, in office, 7 p.m.
NEWPORT (Mon.).—F. Gilman, 31, Ruperra-st., sec.; Dr. Pratt, Ruperra-st., medical officer; Digby Powell, Esq., Dock-st., solicitor; Mr. G. Campbell, outside delegate. Meeting, Thursday, 7.20 p.m., Tradesmen's Hall, Hill-st.
NEWRY.—James J. Conaghy, agent, 6, Edward-street. Meeting, Wednesday, 2 p.m., at N. U. of D. L. Hall, 45, Castle-street.
PENARTH.—G. Tucker, 33, Dock-road.
PETERHEAD.—Edward Buchan, 11, Port Henry-road, sec. Subscriptions every evening 6 to 9 p.m. Monthly meeting, U. P. Hall, first Thursday of the month.
PLYMOUTH.—F. Anderson, Trades Union Hall, Nott-st., sec. F. Cecil Lane, Esq., 1, George-st., Plymouth, solicitor. Meeting, Tuesday, 7 p.m., at office.
PORT GLASGOW.—G. McNaught, 16, East India Breast, sec.
PORTSOY.—J. Barlow, c/o Mr. Bannymann, School, Hendry-street, agent.
PORTSMOUTH.—John Farquharson, secretary, 52, King-street, Portsea.
ROTTERDAM.—Geo. Dale, secretary, 2, Wester Kade, near Sailors' Home and Shipping Office.
SEAHAM HARBOUR.—Richard Raine, Duke of Wellington Hotel, Railway-street, South.
SHARPNES.—See Gloucester.
SHETLAND.—W. Spence, 23, Burgh-road, Lerwick, sec.; John E. Slater, Dales, Tronda, agent for West Side.
SHIELDS (South).—D. Clement, Seamen's Union Hall, Coronation-st., sec.; J. Logan, assistant sec.; Dr. Robson, medical officer, 1, Regent-st.; R. Jacks, Esq., 72, King-st., solicitor. Meetings, Monday and Friday, at 7 p.m. Sub-Branch—J. Longin, river secretary; E. Blandford, night watchman at waiting rooms, Redhead's-buildings, Corstorphine Town, near Tyne Docks entrance. Office hours, 9 till 4.
SHIELDS (North).—Wm. Brown, 8, New Quay, secretary; Dr. Robson, medical officer; R. Jacks, Esq., solicitor. Meeting, Monday, 6.30 p.m.
SOUTHAMPTON.—T. Chivers, Old Skating Rink, Bell-st., secretary; Lieut. Tankerville Chamberlayne, R.N.R., Weston-grove, president. Meeting, Tuesday evening, 8 p.m.
STOCKTON-ON-TEES.—E. Page, 10, Thistle Green, sec. Meetings, Monday and Friday, at 7.30 p.m., in Palatine Hotel.
STORNOWAY.—J. Macaskill, secretary, 11, Point-street. Meeting first Tuesday in the month, in the office, at 8 p.m.
SUNDERLAND.—W. Lonsdale, sec., Prospect-row, near Shipping Office. J. Henderson, outside delegate. Meeting, Monday, 7 p.m. Dr. Wood, 32, Frederick-street, and Dr. Burns, Holy-terrace, medical officers; J. J. Benthams, Esq., 68, John-street, solicitor. Telephone, 443.
SWANSEA.—S. Stocker, Colosseum Hotel, Wind-st.
WALLSEND.—Septimus Johnson, 17, Third-street, Palmer's Buildings.
WATERFORD.—J. Sullivan, 84, Quay.
WEST HARTLEPOOL.—J. Leahy, Russell's Buildings. Meeting, Friday, at 7 p.m., at office.
WEXFORD.—P. O. Dwyer, Main-street.
WICK AND THURSO.—Henry Lyall, Saltown-street.
WICKLOW.—Thomas Gregory, Main-street.
WHITBY.—Paul Stamp, agent, Fleece Inn.
WHITSTABLE.—Harbour-street, secretary; J. Tookey, Faversham, agent.
WHITEHAVEN.—F. F. Gant, Maryport.
WORKINGTON.—F. F. Gant, Maryport.
YOUGHAL.—J. Collins, Browne-street.

A NEW DEPARTURE!!

IN

**ARTISTIC HAND-PAINTED
BANNERS**

AND

**EMBLEMS OF MEMBERSHIP
OF EVERY DESCRIPTION.***Illustrated Circular and Testimonials
sent free on Application.***BLADES, EAST & BLADES,**UNIONIST MANUFACTURERS TO THE
**ASSOCIATED SHIPWRIGHTS,
UNITED MACHINISTS,
ETC., ETC.,****23, ABCHURCH LANE, E.C.****MASTERS & Co.**

THE

**CARDIFF, SWANSEA, AND
NEWPORT CLOTHIERS.**Seafaring men will do well to buy their clothing at
Masters & Co., who believe in fair dealing, one fixed
price, and no abatement; also, being the largest
buyers of Clothing in the Principality, can sell
cheaper than smaller buyers.**MASTERS & CO.,**29 & 30, ST. MARY STREET,
292, BUTE STREET, CARDIFF.**MASTERS & CO.,**

18 & 19, CASTLE STREET, SWANSEA.

MASTERS & CO.,

39 & 40, HIGH STREET, NEWPORT.

THE BEST HOUSE FOR

SAILORS' & FIREMEN'S BOOTS & SHOES**S. VINICOMBE'S,**11 & 23, VICTORIA DOCK RD., E.
ESTABLISHED 1837.**SAILORS' AND FIREMEN'S UNION
NOTICES.****TO BRANCH SECRETARIES.**

The crew of the s.s. *Rothfield* were discharged at Rotterdam on or about the 14th day of Sept. last, and I am informed by our secretary at that port that they were compelled to accept their discharges against their will, although there was a clause in the articles that they should be discharged at a coal-loading port. I have to request that you will cause a notice to be put up inquiring for any members of that crew, and if any such members apply to you, or you can ascertain any information as to their whereabouts, please wire me at once. Your prompt attention to this will oblige. Yours faithfully, J. H. WILSON, general secretary. Oct. 29.

NOTICE TO BRANCH SECRETARIES.

If G. M. Newton, a member of the Tower Hill Branch, will communicate with me he will hear of something to his advantage.—EDWIN COWIE, Sec. Grangemouth Branch.

GLASGOW BRANCH.

Members will please note that the general weekly meeting will in future be held first Tuesday of every month in Lesser Hall Assembly Rooms, McLean-street (entrance by 81, Craigiehall-street, S.S.), and the second, third, and fourth Monday of every month in Good Templar Hall, 20, Bishop-st., Anderson. Visiting members cordially invited.—ROBT. MCBRIDE, Secretary.

PENARTH BRANCH.

All communications to be addressed "George Tucker, 32, Dock-road, Penarth," who has been appointed secretary of this Branch.

GRAND SMOKING CONCERT,

Under the Patronage of several well-known Local Gentlemen interested in Seamen, has been arranged to take place in the

WATERLOO ROOMS

(LESSER HALL), Waterloo Street, Glasgow.

On WEDNESDAY, NOV. 18, 1891, at 7.30 p.m.

W. K. BAXTER, Esq., IN THE CHAIR.

The following talented Artistes have been specially engaged for the occasion:—Mr. W. P. Noel, Tenor; Mr. W. F. Thompson, Tenor; Mr. W. Brown, Bass; Mr. D. M'Stravick, Champion Concertinaist; Mr. James Houston, Celebrated Scotch Comic. Mr. W. Schobs will preside at the piano, and during the evening will give Selections from Mozart, Handel, and other Celebrated Composers.

TICKETS, 6D. EACH,

May be had at Union Office, 15, James Watt-street.

TO SEAMEN'S FRIENDS.

Letters for men in vessels expected to call at Malta can be addressed to the care of Mr. F. W. Young, Secretary Sailors' and Firemen's Union, 35, Sirada Mizatore Vittoriosa, Malta, who will deliver them aboard if the name of the ship be stated on the address.

*(For continuation of Notices see page 15).***Seafaring.****SATURDAY, NOVEMBER 14, 1891.****SHIPOWNERS DEFEATED.**

The Sailors' and Firemen's Union is once more indebted to the shipowners for yet another illustration of how certain capitalists detest and fear that organisation, but how,

Willing to wound, and yet afraid to strike, the shipowning fraternity seek to extinguish the seamen's combination by a side wind. A deputation of shipowners went to Sir Michael in great force last Tuesday, and poured into the ears of the President of the Board of Trade a pathetic story of crimps, delegates, seamen's bethels, owners' good intentions, and so forth, all mixed up together, and sought to hoodwink the right hon. baronet. But Sir Michael was more than a match for them. If he be correctly reported as intimating that he will not put the law in force against the Shipping Federation on a point where, according to Mr. Laws, the opinion of counsel is against the Federation, Sir Michael will hear more about the matter in Parliament, seeing it is as much his duty to direct proceedings to be taken against the Shipping Federation when it breaks the law as against other offenders. From what Mr. Laws is reported in the *Shipping Gazette* to have said, it would appear that the Shipping Federation was "in a funk" on that point. It is, however, hardly conceivable that a wide-awake, responsible Cabinet Minister like Sir Michael Hicks-Beach should publicly promise to wink at violations of the law, so the

Federation may remain in a funk, and the consciences of those who direct its policy may be left to that species of remorse begotten of fear. But leaving that for the present, the modest proposals of the shipowners were that the existing law against crimps should be directed only against the feared and hated delegates of the Seamen's Union, that the already absurdly severe law against desertion should be made more absurd and stringent, and that any crimp or bogus discharge manufacturer that the Federation might choose to designate an "agent" should be legally entitled to supply seamen. The cool audacity of such monstrous proposals, says little for the common sense of their author. To seriously make such requests to a Cabinet Minister is nothing short of an insult to his intelligence. It is like asking the Home Secretary to release all the wild beasts from the menageries and disband the police. But Sir Michael Hicks-Beach was too polite to display resentment. In pity rather than in anger he sent the owners about their business, giving them to understand that he was not going to do their dirty work. And the owners, of course, are furious. Weeping, wailing, and gnashing of teeth is heard amongst them. One of their papers truly says that it cannot congratulate them on the result, and asserts that Sir Michael feared to lose popularity by yielding to the shipowners. This assertion is notable. Hitherto we have been accustomed to hear from such quarters that public opinion is on the shipowners' side. Now we have it that the Minister who yields to the owners puts his popularity in jeopardy. All along we have maintained that popular feeling was on the seamen's side. But the admission of that fact by a shipowners' paper is an admission to be noted and acknowledged with thanks.

SCIENCE WITH US.

Among seamen the fact is notorious that their accommodation aboard the vast majority of British ships is in every respect worse than the accommodation provided for the worst class of convicts in British prisons. This has been repeatedly demonstrated in our columns by practical seamen till the subject has attracted the attention of members of the medical profession, some of whom have dealt with it in more than one of the medical papers. The latest sign that the doctors are with us is the report of Dr. Collingridge, medical officer for the Port of London, who in his report for the half year ending June 30 last, just published, says:—"There is no law requiring the designs of a vessel to be submitted for approval to the officers of a port sanitary authority, and, at present, owners are not sufficiently alive to the importance of obtaining advice on sanitary arrangements. As a consequence it is often found that a new ship requires some important alterations involving delay and expense. It certainly is quite as necessary in a ship as in a house (if not more so) to have the details of sanitary arrangements properly attended to, and the only satisfactory way to obtain this is by legislation on the subject. One other important point in connection with this subject is the cubic space allowed by the Merchant Shipping Act for seamen. This is governed by Section 9 of the Merchant Shipping Amendment Act of 1867, which enacts, *inter alia*, that every

place in any ship occupied by seamen or apprentices and appropriated to their use shall have for every such seaman or apprentice a space of not less than 72 cubic feet, and of not less than 12 superficial feet measured on the floor or deck of such place, while by special Act Lascars and natives of East India are entitled to one half only of this cubic space! Under the most favourable conditions as regards lighting and ventilation, and taking into consideration the fact that the whole of the crew do not sleep in the forecabin at the same time, this space is certainly too small. This is so thoroughly recognised by all owners who study the welfare of their crews that, practically, their forecabin never carry the full number for which they are certified by the Board of Trade, while on the other hand the indifferent and careless owner will look only to the number which the space is certified to accommodate. However crowded a forecabin may be, no action can be taken, as long as the space will allow of the 72 feet per head. It certainly is time to take this question into consideration with a view to raising the minimum. One hundred feet per head does not appear to be at all too large an allowance, and its provision is not likely to meet with serious opposition from the majority of shipowners, if it is to affect new vessels only, and not made retrospective." This should be read and carefully pondered by journalists and members of Parliament, who will probably be called upon in the course of next session to deal with the subject. The various Branches of the Sailors' and Firemen's Union should not fail to call the attention of the M.P.'s for their respective localities to Dr. Collingridge's remarks, which are all the more noteworthy and creditable to him in that he holds a public appointment, very much in the gift of the capitalists who will have to pay the piper for the suggested improvements. Dr. Collingridge is evidently well worth calling as a witness before the Labour Commission to strengthen the case of the seamen. Mr. Plimsoll, Mr. Wilson, and all other spokesmen for the seamen may at any rate be expected to make effective use of the testimony above quoted, which is only open to one correction. Dr. Collingridge treats it as a fact that the whole crew do not sleep in the forecabin at the same time. While the ship is at sea that is true, but while in port—except after the crew are discharged—all hands before the mast, saving only the anchor watch, consisting of not more than two, do sleep in the forecabin at once, and that often in climates which remain the most unhealthy even after all has been done that sanitary science can do in the matter of accommodation. Dr. Collingridge has overlooked this, but even so his remarks deserve the widest publicity and the most careful attention.

Messrs. PALMER and Sir Armstrong, Mitchell, & Co. have received further orders for oil tank ships.

The first large important iron ship was the *Great Britain*, built in 1843, and she was due to the genius of Brunel, who afterwards designed the *Great Eastern*. The first iron shipbuilders were Laird, of Birkenhead; Napier, of Glasgow; and Mayer, London.

The Bishop of Llandaff proposes to dedicate the Missions to Seamen Church at Cardiff on Nov. 25. The church, which will be dedicated to All Souls, stands on top of a lofty Seamen's Institute. The dual edifice has cost, with the site and stone, which were given free, about £11,000; and is the finest building yet erected for the Missions to Seamen. About £2,000 remains to be raised.

NAUTICAL NEWS.

A GLASGOW firm is in the market for a paddle-steamer.

THE United States steamer *Thetis* warned over thirty sealers while in the Behring Sea, but made no seizures.

It is stated that two large steamers for a Liverpool line have been secured by Messrs. Harland & Wolff, Belfast.

THE *Santiago*, which left Frisco May 20, has arrived at Queenstown. It is considered a long passage nowadays.

THE Archbishop of York has accepted the office of Vice-Patron of the Missions to Seamen, and says he will be glad if he can assist its good work in that diocese.

AT Liverpool, two ship captains have been fined, one for having a fire in the donkey boiler, and the other for having a light burning, in both instances during prohibited hours.

THE Norwegian ship *Breidablik*, which has just cleared from San Francisco, has the largest cargo ever shipped from that port for Europe. The total value of the cargo is 441,570-78 dols.

It is said that a Clyde shipbuilding firm has had to refuse an order for the construction of another paddle-steamer for the railway Companies, owing to the delivery penalty being too severe.

JOHN DAHLBERG, aged 46 years, and a native of Sweden, died of consumption just as the British barque *Port Sonachan* was entering San Francisco Heads. The poor fellow had been sick since August.

MARSEILLES is to have a steam lifeboat of 500 horse power, to be provided with all requisite apparatus, and is, besides, to be fitted with a centrifugal pump capable of pumping out 600 tons of water per hour.

AT Southampton, Nov. 10, Joseph Smith, a steward on board the Royal Mail steamer *Para*, was fined £140 8s. 6d., with an alternative of six months imprisonment in default, for smuggling 135 lb. weight of tobacco.

THE barque *Albert* has sailed from San Francisco with an immense deck-load of hay and grain for the Hawaiian Islands, and in order to protect it from the sea and weather a house was built on her deck reaching half-way up her foremast.

AT Leith, Niel Halvorsen, carpenter on board the steamer *Britannia*, from Rotterdam, was convicted of smuggling 64 lbs. of tobacco and 4 oz. cigars, and was fined £2 17s., including expenses, with the alternative option of 14 days' imprisonment.

THE barque *Emma F. Harriman* is the first of the whaling fleet to arrive at San Francisco this season. She brought 80 barrels of oil and 1,300 lbs. of bone. Fourteen of her crew deserted her at various points. The captain reports having spoken the *Alaska*, with seven whales; the *Lydia* with five; and the *Stamboul* with four.

HERBERT LEFERRE, a seaman on the British ship *Glenaleon*, at San Francisco, was at work in the foretop on July 8, when he lost his balance and fell to the deck. He lived for fifteen hours after his terrible fall. He was a native of Antwerp, 19 years of age. The body was buried at sea on the evening of the following day. Another seaman, named Olsen, had his leg broken nearly two months ago on board the same vessel. His leg caught in the mizen topsail brace while tacking ship, and he has been laid up ever since.

A STEP in the formation of a naval training station in the Forth is to be taken by attaching a sailing brig to the *Caledonia*. At present the boys have the means of learning various kinds of drill and acquiring a certain knowledge of gunnery, but no suitable provision exists for making sailors of them. Accordingly, the addition to the Forth establishment of a seagoing vessel is necessary to perfect the training. There are in all six of these brigs, which serve as tenders to the training ships. They are of from 300 to 500 tons burden, with beautiful lines, are fast sailers, and are kept at sea when the weather is at all fair.

WHEN the ship *Annesley*, recently arrived at San Francisco, was in the Atlantic, Wm. Metcalf, apprentice, fell overboard, while hooking the main sheet, and was drowned. The accident took place about sundown, and a lifebuoy was thrown the lad, and those on board thought he succeeded in reaching it. As soon as possible the ship was hove to, and a boat lowered, but although the search was kept up for over five hours, the lad could not be found. Metcalf was a native of Hartlepool, England, and was only 18 years of age. Just before the ship reached San Francisco, Edward East fell off the topgallant mast into the ocean. The prompt action of one of his mates throwing him a line, which East managed to catch hold of, saved his mess from being one short.

GETTING ON.

The extraordinary influence which Trade Unionism can put forth for the steady betterment of working men is aptly illustrated by one or two items from the week's news. The raising of wages is only one function of Unionism—one which it is perhaps, for economic reasons, weakest in fulfilling. But for the steady improvement of the workman's social position and surroundings Unionism is most potent. For example, the Parliament of New South Wales has just passed a Bill completely reorganising all the Marine Boards in the colony. Of the six members of each Board, one is to be elected by the underwriters, one by the certificated engineers, two by the ship-owners, and two by the seamen themselves. Here the recognition of the dignity and interests of labour is frank and candid. Though half the members of the present House of Commons would deem a demand for the representation of seamen on our local Marine Boards to be something very like "flat blasphemy," they will not long be able to resist the precedent of New South Wales. Another item bearing in the same direction is the statement made by our contemporary, SEAFARING—an admirable representative of the Seamen and Firemen's Union—that Messrs. Short Brothers, of Sunderland, have just laid down a vessel of 5,000 tons dead-weight for Colonel Gourley, M.P., and that "provision is made in the contract for a library and reading-room and bath-rooms in the forecabin for the sailors." Less than a year ago we were ridiculed for saying that bath-room accommodation ought to be provided in all ships for the engineers and stokers, and we were asked if we did not think a Bill should also be passed giving them a champagne lunch every day. Ship-owners of the best class are evidently taking a more serious view of their duty than their wrong-headed supporters in the Press. A third item is that the Venerable Archdeacon of Gibraltar has written a letter to the Seamen's Union urging its committee to press owners to provide means for supplying filtered water to the fo'k'sle as well as to the cabins! What is the world coming to? — *Weekly Dispatch*.

WHO'S TO BLAME?

THE "GWENDOLINE" AND THE "SEA FLOWER" (S).

An inquiry has been held at Cardiff into the loss of the British vessel *Gwendoline*, of Milford, which occurred off the Pembrokeshire coast on Sept. 16 last, after collision with the steamship *Sea Flower*, of Cardigan. The Court found that the look-out on board the *Sea Flower* was deficient and lacking in vigilance, and that therefrom the collision resulted. The Court condemned the master of the *Sea Flower*, Captain David Owen, as being solely in default, and suspended his certificate for six months. They condemned also the want of care taken to save life by the crew of the *Sea Flower*, who did not lower a boat to save the lives of those on board the *Gwendoline*. They did not accept the excuse of the master that the lives of his crew would have been endangered by so doing.

THE BEHRING SEA FISHERIES.—It is announced that an agreement has been entered into between Great Britain and the United States regarding the terms on which the differences between the two Governments in respect to the Behring Sea seal fisheries shall be submitted to arbitration. Mr. Miller, the United States Attorney-General, in announcing the fact during the hearing of the Sayward case, before the Supreme Court, said that the agreement would have to be ratified by the Senate, but that, subject to such ratification, it was complete.

SAILORS' AND FIREMEN'S UNION.

(From Special Correspondents.)

LONDON DISTRICT.

The London Branches have had another brisk week, and men who sold themselves to the enemy are seeking to return to the fold.

A deputation representing the London Branches, presented Mrs. Hickey, of the Wade's Arms, on Monday evening last, with a handsome framed emblem of the Union, as a memento of her past kindness and assistance to the Union.

The boatwain and donkeyman of the s.s. *Dunotter Castle* have handed the secretary of Green's Home the sum of £8 17s. 9d., as a donation from the crew of that ship towards the Plimsoll Testimonial Fund. The same crew have also handed in contributions last Monday to the same Branch amounting to £22 16s. So much for Federation.

I understand that the new banner for the Green's Home Branch is to be a masterpiece. The Union Emblem will be fully represented thereon. Mr. G. Tutill, of City-road, has been entrusted with the order.

Mr. Mercer, secretary Green's Home, and Mr. Clem Edwards, general secretary Federated Trades, attended a special meeting of the United Society of Boiler Scalers and Stokehold Labourers, Poplar, last Thursday evening, convened for the purpose of taking action against blackleg sailors and firemen, for which purpose Mr. Mercer had been invited to be present on behalf of the Seamen's Union. Mr. Luck was in the chair, and there was a splendid attendance of members. Mr. Mercer thanked this Society for past services, and their determination against working on board ships that were manned by crews which were in arrears to the Seamen's Union. Mr. Edwards fully pointed out the benefits of federation. A resolution was carried to the effect that the members of this Society will refuse to work on board ship with seamen who are in arrears to their Union.

At the district meeting of the Federated Trades and Labour Unions, held on Friday evening, Nov. 6, the following were appointed a committee to arrange for the examination of cards of Union men:—Messrs. Fenwick (Boiler Scalers and Stokehold Labourers), Bailey (Gas Workers), Drapper (Ballast Heavers), Fairburn (Dockers), Gray (Watermen and Lightermen), Selern (Coal Porters), Wheeler (Sailors and Firemen). It is expected that they will commence work in earnest next week.

Under the auspices of the Federated Trades and Labour Unions, Mr. J. H. Wilson lectured on "Sailors on the Sea," illustrated by dissolving limelight views, on Thursday evening, at the Augusta-street School, Poplar, Unionists, their wives, children, and friends being invited.

At the Tidal Basin Branch weekly meeting, Nov. 6, new members enrolled during the week were accepted, and minutes and financial statement were adopted as correct. The secretary then informed the members the result of Bro. P. Connor's case, which was tried at the West Ham Police Court on Wednesday week (report of case not received). The balance-sheet of last quarter, which had been audited by Mr. H. Waissen Wilson, chartered accountant, was read and accepted as true. A letter was read from Bro. Morgan, who is at present in hospital, and it was decided that our secretary write to Morgan expressing our sympathy, sending a few numbers of SEAFARING for the patients.

At the usual weekly meeting of Tower Hill Branch, 465, Commercial-road, on Nov. 5, there was a fair attendance, and the secretary reported two new members for the week, who were duly admitted. Minutes, correspondence, weekly financial statements, as well as quarterly statement and audit, were submitted to the meeting, and after a slight discussion were adopted as satisfactory. The case of our delegate was next dealt with, when a further vote of confidence was passed in him. Casual visitors, members of the Hull Branch, next addressed the meeting at great length on Federation, and delivered a very stirring address, and the best thanks of the meeting were accorded them. After a very pleasant evening the meeting adjourned.

The usual weekly meeting of the Green's Home Branch was held at the Plimsoll Hall, Poplar, on Tuesday evening, Nov. 10, Mr. O. H. Curtis in the chair. The weekly cash account and bank book were submitted, examined, and found in order. Proposed by Messrs. Beattie and Harwood that we

accept the tender of G. Tutill for new banner, and that the secretary pay a deposit on the same. Correspondence was received from the *Norham Castle* re two seamen who failed to join the ship when leaving, also from head office and Mrs. Jobson. A collection was taken for the widows and orphans of the crew lost in the s.s. *Wolverston*, and the secretary will be pleased to receive further donations towards this laudable fund. A complimentary vote was passed to Mr. Tullock, the boatwain, and crew of s.s. *Dunotter Castle* for their donation to the Plimsoll fund. A general discussion for the good of the cause followed, by Messrs. Beattie, Byrne, Hector, Overton, Whitehead, Anderson, Berry, and Thorpe.

MERSEY DISTRICT.

At the Liverpool (No. 1) Branch meeting, Nov. 9, there was a moderate attendance; amongst those present being Messrs. Richards, Hewson, T. Hall, Murray, Austin, Dawson, Rex, Warner, Ball, Mulhowney, Duggan, Freeman, Seerey, M'Dermott, McCormick, etc., etc. Mr. A. J. Candler was voted to the chair in the absence of the vice-chairman. Minutes of the previous meeting were passed. Mr. Richards moved that the minutes of the previous meetings, in reference to the staff, be further confirmed. This was seconded by Mr. Murray, and after a discussion, the motion was carried unanimously. Correspondence having been read and discussed, the balance-sheet and financial statement (showing that £716 19s. 9d. had been paid to or on behalf of the general funds in the current year up to date) was read and approved, on the motion of Mr. Ball, seconded by Mr. M'Dermott. Mr. Gillon's complaint was brought up against Mr. Candler, and the meeting decided to let the complaint drop as being quite unsubstantiated. At the request of the secretary, after referring to a letter that had been received since the committee meeting, Mr. J. Hewson moved that the minute of 5th inst. regarding J. Wallace be hereby rescinded; seconded, Mr. J. Hall; carried. The delegates having given in their reports, and Mr. Mulhowney having described his treatment on board the *Manhattan*, the meeting adjourned at an unusually late hour.

At the weekly meeting of Birkenhead Branch, Mr. Henry Stading presiding, minutes having been read, were passed, together with correspondence and financial statement. The secretary, in an able address, dwelt at some length on the steady progress of Trades Unionism in this district and Branch, which having passed through many trials, was again coming forward and assuming its former position, all branches of trade seeing the necessity of being thoroughly organised, in order to assist each other in forwarding the tide of progress by raising their fellow workmen from the Slough of Despond to the well organised ranks of Trades Unionists, and thus prepare them for any onslaught on the part of organised capital. The secretary also pointed out the steady work and sure progress being made by the various Branches of the Seamen's Union, whose officials deserved that credit which was due them for their unceasing efforts to press forward the interests of the Union, assisted by members, who at all times were ready to assist in the good work; after which it was decided, on the motion of James McNaught, seconded by James Walsh, "That a prominent notice be posted in the office intimating the desirability of members paying the levy of 2s. 6d., as passed at the annual general meeting, in order to raise a testimonial to our president, S. Plimsoll, Esq."

During the past week there has been quite a revolution in the labour market, the demand for men being very great, although there are plenty of men on hand just now. But there is every prospect within the next few weeks of shipping being very brisk, which it is to be hoped will remain so for some time. Members coming to Birkenhead, the city of the future, in search of ships or employment will oblige by having their cards in their possession, in order to comply with the request of the Branch officials when called upon to show them so as to avoid any unpleasantness.

Matters are now getting very lively in Bootle. The members seem to work together more than they have done this last few months. I think the results of the late Municipal Elections have awakened some of them up, as even though the labour candidates were out-pollled, they gained moral victories. The docks are full of ships, and scarce a day passes without four or five of them paying off. Sometimes two or three will be paying off at the one hour, and it takes the officials of the Bootle Branch all their time to spread themselves out so as to be able to attend each one. In fact, we have often to call in the services of the secretary of No. 4 Branch and get him to attend to the office work, whilst all the other officials attend the various ships. The secretary (Mr.

Connarty) and the two delegates, Messrs. Ham and Murphy, deserve great credit for the way in which they have worked the Branch, fighting all the time against very heavy odds, such odds, in fact, that no other Branch officials have had to contend with. Nearly all ships at this end of the town pay off and sign on board, and consequently men fall into arrears, and through carelessness never come to the Branch. Then when they owe a pretty stiff sum they think they are not able to pay it, and so become (some of them) enemies to the Union. This is a state of things that cannot last, because men that do pay do not care to work alongside men that are in arrears. Then they blame the officials, who are not in fault at all. For the information of all those who are in arrears or non-Unionists, I may say that if they allow the Union, which is their only friend, to fall to the ground, their wages will also fall, and then they will be in a worse state than they were before, and it will be all their own fault. The attendance at the meeting on Tuesday evening last was poor, but the night was damp and misty, which may explain why few turned up. Mr. Pritchard was elected to the chair, Mr. Nicholson occupying the vice-chair. The usual routine was gone through and a stationery bill ordered to be paid. Then Mr. Nicholson addressed the meeting, pointing out how important it was that members should attend the meetings, because if the officials had any business to do they had to do it on their own responsibility when they couldn't get a meeting to direct their actions, and might afterwards be blamed for it, even though it was not their fault. He was glad to see the increase in the income, which was getting better and better every week. In conclusion he urged the members to stand shoulder to shoulder, because the enemy was strong and those that should be our friends were really our enemies. They had gone over to the other side; they were cowards that dare not fight for their own emancipation, and would sooner turn tail and run like curs than hold up their heads and fight like men. After a vote of thanks to the chairman and Mr. Nicholson the meeting adjourned.

GLASGOW BRANCH.

At the general weekly meeting in the Good Templars' Hall, 20, Bishop-street, Nov. 9, Bro. R. Smith, south side, in the absence of president, being called to the chair, minutes of the previous general meeting were adopted. After some comments by Bros. McKernon and Bryson, special attention being drawn to a letter which had been read at the previous meeting from the engineer of the *City of Dundee* commending the conduct of the firemen of that steamer, it was insisted by Bro. McKernon, that the letter be inserted in SEAFARING. The general feeling of the meeting was that more elaborate reports of the Branch meetings should be sent to SEAFARING; carried. The provisional committee minutes of Friday, Oct. 30, were then read, and after some discussion by Bro. McKernon and others, objecting to the formation of the committee, Bro. McKernon moved, seconded by Bro. Bryson, that standing committeemen remain for business, but the others be rejected; carried. Bro. Bryson now moved that the Waterloo Rooms Lesser Hall be taken, and that Miss Bessie Arthur be engaged, if possible, and asked to propose other artists, those artists to be approved of by the new committee; carried. Bro. Bryson now moved, seconded by Bro. McKernon, that in the event of our general secretary not being able to attend the Branch festival that we approach Mr. Chisholm Robertson as chairman for our annual festival; carried. The new soirée committee were as follows: Bros. McKernon, Bryson, Higgins, Bracken, McInnes, Rae, Adams, Mullen, Malloy, McQuillan, McCluskey, and Duffy; carried. The secretary then read the weekly balance-sheet for the week ending Oct. 31. Bro. Fyfe moved that the weekly balance-sheet be accepted as read, seconded by Bro. Crickard, and carried. Correspondence being read from head office re sick membership, SEAFARING, etc., from R. A. Rennie, Branch solicitor; from secretary Ayr, from secretary Waterford, from secretary Barrow, enclosing subscription sheets for banner fund; from Telephone Company anent account for the year, it was moved by Bro. Bryson, seconded by Bro. Adams that the account be paid; carried. In reference to the letter from the Branch solicitor, it was moved by Bro. McKernon, seconded by Bro. Fyfe, that the secretary instruct Mr. Rennie to sue the Anchor Line Company for injuries received by Bro. McCluskey on board one of their steamers. This was carried. Bro. Malloy moved, and Bro. Adams seconded, that our Branch secretary write to the general secretary to solicit a loan for Bro. McCluskey who was disabled aboard aforesaid ship, having a wife and family depending upon him for support. Correspondence was then passed. New business being brought forward, Bro.

McKernon moved, seconded by Bro. Bryson, that the power of engaging officials be entirely taken out of the hands of our secretary, that it be left to the general meeting to elect them, and that none of the officials be dismissed by the secretary without the consent of the general meeting. In event of secretary having cause to suspend any official, his salary be paid until the general meeting's approval or disapproval thereof; carried. Bro. Bryson moved, seconded by Bro. Rae, that the secretary be empowered to write to head office for forwarding of amended rules, and ascertain when they come in force, and that every member pay one penny per copy for SEAFARING until amended rules come into force; carried. Bro. Smith moved, seconded by Bro. Fyfe, that our Branch secretary write to gen. sec. to ascertain, in the event of him being returned for Parliament, was he to be paid out of our parliamentary fund the money to support him in Parliament, in addition to his present salary as gen. sec.? Also in regard to the widow of Bro. Mitchell for the burial fund of £4, as it is a thoroughly deserving case, she being a cripple with a small family. This was carried, and concluded a good business meeting at 10.30 p.m.

Copy of letter from *City of Dundee*:—"Glasgow, Nov. 2, 1891. I hereby certify that all the firemen signed on for last voyage have been strictly sober, obliging, and attentive to their duties at sea and in port. Yours truly, J. MCCARTNEY, 2nd engineer." Following are the names of men:—A. Ray, store-keeper; T. Adams, donkeyman; J. Feeney, F.; P. Hughes, F.; J. McKernon, F.; T. McLaughlin, F.; A. Houston, F.; S. Cameron, F.; F. McManus, F.; S. Burton, F.; P. Crawford, F.; P. Malloy, F.; H. Higgins, F. The following are the names of Glasgow members who have paid the Plimsoll levy in full from Oct. 12 to Nov. 7, 1891:—A. McFadyen, A.B.; George Pearson, A.B.; James Fyfe, F.; William Ewart, A.B.; Donald McLean, F.; N. Wyllie, A.B.; George McKenzie, A.B.; J. McLaughlan, A.B.; Richard Lee, A.B.; C. W. Peterson, A.B.; Robert Rendell, O.S.; Peter Meade, F.; William Rexter, A.B.; Edward Bryson, F.; John McRae, A.B.; Richard Borland, F.; T. Olsen, A.B.; Nicholas Hillon, F.; O. Otte, A.B.; Alex. McKinnon, A.B.; William Smith, F.; Alex. Ralp, A.B.; H. Higgins, F.; Daniel McGuinness, T.; Thomas Guthrie, O.S.; Fred Wilder, A.B.; Robt. McBride, F.; Thomas Carlin, A.B.; R. McCloud, A.B.; Hugh Wyllie, F.; Bernard McGarran, F.; John McInnes, A.B.; James Richardson, F.; James McManus, F.; Peter Abernethy, A.B.

CARDIFF BRANCH.

At the usual weekly meeting, held on Monday at the Union Home, Bro. Atkins presiding, the minutes of last meeting, also minutes of the committee, were duly adopted. The financial account for the past week was then read, showing an increase on the previous week. Correspondence was also read from head office and Bristol, after which several discussions took place in reference to the Home and Stores, but there being no business of importance the meeting adjourned until Wednesday.

PETERHEAD BRANCH.

The monthly meeting took place in the Hall on Thursday, Nov. 5, thirty-five members being present. After routine business the new emblem was shown, and members subscribed for copies. Mr. Rennie, organising secretary for the north of Scotland, addressed the meeting, speaking hopefully of the new Branches—Stornoway, Lerwick, &c. He gave a sound drubbing to objections made to the Plimsoll levy. The various bills sent from the central office were explained, and lagging members warned of the danger of being led away by the Federation agents, who have only one interest at heart, viz., their weekly wage. A vote of thanks was awarded by the chairman to the organiser. Over £3 of arrears was collected.

GOOLE BRANCH.

Mr. E. Cathery, organiser, still remains among us here and is doing good work. On Friday he addressed a good meeting at the *Sailors' Welcome*, Mr. K. Mackenzie, president of the Trades Council, presiding. Mr. Cathery spoke for an hour and a quarter on the past and present condition of the British Mercantile Marine and the future policy of the Seamen's Union, his principal argument being legislation in preference to strikes. Mr. Tom Holliday, vice-president Trades Council, proposed, and Mr. W. R. Chappell, secretary, seconded, the following resolution, which was carried unanimously:—That this meeting of sailors, firemen, and others of the port of Goole pledges themselves to build up the position of the Union, as we believe it is the only means by which the seamen of the British Mercantile Marine can work out their emancipation and better their conditions of labour.

Votes of thanks to the speakers and chairman, proposed by Mr. Butterwick (secretary Trades Council), and seconded by Mr. Coupland, closed the meeting.

Mr. Cathery has been round the ships rousing up the men to a sense of their responsibilities, and has succeeded in persuading a large number in arrears to pay up, and made a great number of new members.

Members out of employment are advised to keep from Goole, as there are a large number out here.

MIDDLESBROUGH BRANCH.

At the general meeting, Nov. 9, Mr. Joshua Ayton in the chair, J. Mathews, A.B., was accepted a member of the Union. Minutes were read, and after a great discussion confirmed. A member of the Sunderland Branch (late member of the Australian Union) then addressed the meeting on the benefits of Trades Unionism. He said he had pleasure in announcing that he once founded a Union in Aberdeen, but he was sorry to say that upon account of its being a local Union it fell through. He said that nothing but a National Union, such as they now had, would be of benefit to them, also that after 33 years sea service he was now going to retire. Mr. Sprow wished the member success and happiness upon his retirement from the sea.

NEWCASTLE-ON-TYNE BRANCH.

At the general meeting, held at the office, 5, Broad Chare, Mr. Maskey presiding, minutes and correspondence having been adopted, the financial report for the week previous being passed as satisfactory, one man claimed strike pay in consequence of being locked out with the fitters at Hawthorn's. The secretary stated that Mr. Wilson had sanctioned payment to the member. After a lengthy conversation on matters relating to the Shipping Federation, and the benefits of Unionism, the meeting terminated.

At the weekly meeting, held at the office, Mr. Maskey in the chair, minutes having been adopted, and the weekly balance-sheet having been gone into, was also adopted as satisfactory. Some private business was then transacted.

DROGHEDA BRANCH.

A special meeting of the above Branch was held on Wednesday, Nov. 4, in the Dock Labourers' Hall, 15, Peter-street. There was a large attendance of members, Mr. Cordy presiding. Mr. Donnelly, O.S., and Mr. L. Evers, secretary Dundalk Branch, were present. The chairman, in a few well-chosen remarks, introduced Mr. E. Donnelly, who delivered a very stirring address on the past, present, and future of the Union, also explaining the various alterations made in the rules at the annual meeting, and the various amendments to the Merchant Shipping Acts, together with the new Bills to be introduced into Parliament, and wound up his address, amidst great applause, with a fitting tribute to the work done by our respected president, Mr. S. Plimsoll. Mr. L. Evers next addressed the meeting, advising members to pay up all arrears of contributions and to stick firmer to the Union than ever they had done. A vote of thanks to Mr. Donnelly, Mr. Evers, and the chairman brought to a close the most successful meeting held here for some time.

WEST HARTLEPOOL BRANCH.

At the weekly meeting, Nov. 6, twelve new members were enrolled. The week's returns gave considerable satisfaction, showing close on £35. The extra stir created here by Mr. Sprow has put the Shipping Federation on their metel, and having obtained a conviction against Mr. Sprow last week, they have now obtained a summons for alleged assault against the Branch secretary. These benighted individuals are knocking their heads against a stone wall in fighting the Union, as their actions are disgusting all Trades Unionists, and obtaining hosts of sympathisers with poor Jack, who will take particular care he is never defeated.

HULL BRANCH.

At the usual Branch meeting, the president, Mr. Tom Ward, in the chair, the committee minutes caused a deal of discussion, especially the one relating to the abolition of Friday night's meeting and having only one meeting night a week. Eventually Mr. J. Black moved, and Mr. Hodgson seconded, that the question be left open for three consecutive meetings, so as to allow members to attend and give in their votes. This was considered a fair way of testing the feeling of the members, and was carried unanimously. Mr. Clark, outside delegate, stated that he had sold 60 copies of SEAFARING whilst doing duty on the shipping

office yard. It was resolved, on the committee's recommendation, that we have our annual teaparty, concert and ball on New Year's Eve. Mr. Begg informed the meeting that he had received a letter from a member of this Branch, who was in Cardiff destitute, and unable to get a ship and asking for assistance. On the motion of Mr. Hodgson, it was resolved that he be sent the sum of ten shillings from the poor box. It was also resolved, on the motion of Mr. Tindall, that each member of the lifeboat crew of the s.s. *Galileo* be presented with a silver medal suitably inscribed for their gallant conduct in rescuing a crew from a sinking vessel in the Atlantic, the presentation to take place on the *Galileo's* arrival home. The secretary informed the members that the wages question of the s.s. *Leona* was settled to the satisfaction of the crew the captain promising to pay the odd 4d. per week.

SUNDERLAND BRANCH.

At the usual weekly meeting there was a good attendance. Letters from the general secretary and the Hull Branch were read, and the new rules were then freely discussed, when it was pointed out that there were several of the rules which had been altered at the annual meeting that had not been altered in the revised copy of the rules. It was decided to point them out to the general secretary, when no doubt they would be rectified. A complaint was made against so much of the organising secretary's time being taken up in one or two ports when there are so many Branches requiring his services. It was reported by the officials that a steamer named *Eastern Star* had tried that day to reduce the complement of firemen in the stokehole, but they were happy to say that they had not been successful in doing so, and that the Union could claim a victory in the dispute. It was hoped that the Bill pertaining to the manning of ships would pass successfully through Parliament, which meant a great deal to the seamen of this country. The weekly statement was then submitted, and unanimously adopted. There was one thing to be noted about the Union that when members come home after being away on a long voyage, although they hear all sorts of tales about the Union being broken up and officials running away with the money, they come to the Union and pay up their back arrears in good sums, saying that they are not going to believe every tale which the shipowners take good care to be circulated all over the world. One member stated to this Branch that when in San Francisco he was told that the Union was broken up, but he said some of the officials of the Californian Seamen's Union came on board their ship and told them that it was all false, and told them to take no notice, and kept them clear of the sharks. It is evident that the shipowners of this country communicate with shipowners of other countries, especially the United States, with a view of circulating false rumours to try and drive members away from their Union, for fellow feeling makes the shipowners wonderfully sympathetic, you know, no matter of what nationality. The Bills to be submitted to Parliament were laid before the meeting, when it was stated that if each Bill was passed through Parliament they would be worth the 2s. 6d. levy each. God send that they get through.

DUBLIN BRANCH.

At the usual weekly meeting, Bro. J. M. Maxwell presiding, minutes having been adopted, the financial account was then read and passed as satisfactory. The correspondence was also read and passed, and other routine business having been gone through, the meeting terminated.

SOUTH SHIELDS BRANCH.

At the general weekly meeting on Monday night, Mr. T. Clements in the chair, the minutes were adopted, and correspondence was read from head office in reference to a cheque for £100 sent from the Branch, thanking us for the same. Several complaints were made about the Sub-Branch office at Tyne Dock, which were all cleared up. J. Franks moved that now, as the year is drawing to a close, nominations for officials of the Branch be taken now and each meeting night till Nov. 30, and then ballot papers be issued from that date till the last meeting night of the year. This was seconded by C. Leslie, and carried. Nominations were then taken. F. Willstrop moved that J. Login, outside delegate, be re-elected; seconded by J. Franks. As river secretary, J. Pendel moved R. Holdforth, J. Parsens, seconded; J. Franks nominated T. Bell, R. McCarthy seconded; T. Relph nominated J. Login for re-election, P. Manson seconded. For night watchman, T. Pape nominated J. Franks, F. Willstrop seconded; J. Berryman nominated E. Blandford for re-election, C. Leslie seconded. J. Franks moved that W. Arnold be re-elected at the

Sub-Branch office. This closed the nomination for the night. The secretary then called the attention of the members to the Plimsoll levy, and stated that as soon as Mr. Plimsoll's photograph is ready, each man will receive one on paying the levy. It was suggested that we begin to make arrangements for our annual supper, to take place early in January. We enrolled 11 new members for the week.

LEITH BRANCH.

At the weekly general meeting, Nov. 5, Bro. W. Scott in the chair, minutes were read and adopted, also the financial report for the week. A shipwreck claim was made by one of the s.s. *Woodstock's* crew, and as he was a clear member the secretary was instructed to pay over the money. After several discussions on various matters, the meeting terminated.

A special open meeting was held in the Lifeboat Hall, Tolbooth Wynd, Leith, on Tuesday, Nov. 10. The secretary, in opening the meeting, said this was the first regular monthly meeting and they had also inaugurated something new in Leith in the visit of two gentlemen from the West. He very much regretted that owing to illness, our honorary treasurer, Mr. Archer, had to give up all public engagements otherwise he might have been present. Mr. Walter Scott, being voted to the chair, said they were all aware the wise men were supposed to come from the East, but he had no doubt that there would be good talent from the West, and would ask Mr. Campbell for a song. This having been given, Mr. McBride, secretary of the Glasgow Branch, was asked to address the meeting. Mr. McBride said he must thank them for inviting him to their first meeting in the Hall. They must not expect too much from him as he was one of the junior secretaries of the Union, and it was rather hard on a budding orator to come to the East, which was the cradle of wisdom. He need not go over any statistics to show the benefits of Trades Unionism or the benefits of the Sailors' Union. Some men looked at the wages as the only benefit to be derived, but they would find shortly that there were other things of benefit to seamen, and he went on to refer to the Bills which had been before the annual meeting, and pointed out that Col. Gourlay was having a ship built with better accommodation for seamen. He next referred to the Shipping Federation, which was making a great show of being friends to the sailors and firemen with their benefit scheme. On reading the conditions of the scheme he saw it was at the option of the owners to withdraw it at the end of 12 months, and we had no doubt that would be done as it was to try and get the men to leave the Union, and if the members went on as they had been doing the Federation would soon be a thing of the past. He pointed out there was now a burial fund in connection with the Union, and concluded with a word of advice as to their appointing trustworthy men to fill their offices. Mr. McNaught, secretary of the Greenock Branch, was next introduced, and said he had great pleasure in appearing at a meeting of the Leith Branch, and his pleasure was greatly enhanced by the unique character of the meeting, as in all the meetings he had ever addressed he never saw such a large gathering of sailors' and firemen's wives. He thought it was an example which might be copied by other Branches. He wished to point out the disadvantages under which the labouring classes worked, and why they ought to combine for the protection of their own interests. He said that since the beginning of the century there had been a great deal of machinery introduced, thus doing away with a great deal of manual labour. He was of opinion that the Government should buy up the inventions, and not, as now, grant the inventor a patent for some years, and, after that term, the capitalist stepped in and took advantage of it. They found that instead of working men getting the benefit of these inventions they were getting poorer. He said there was a great cry of foreign competition, and it was said that if the working classes of this country were to ask for an eight-hour day, or an increase of wages, the workmen of the Continent would compete with us, and Belgium would supply China and Japan with iron, but he wished to point out that Belgium had a great advantage in one thing, as owing to the system of mining royalties in this country the landowners received 6s. 8d. for every ton of iron, whereas in Belgium the royalty of 1s. per ton went to the State and helped to keep down taxation. He was sorry he had so little time to spend with them as he had important business to transact and he must leave that night. (Cheers.) The chairman then called on Mr. McBride to give a song, after which a hearty vote of thanks was awarded to Messrs. McBride and McNaught. Mr. McNaught replied,

and they then left the meeting in order to catch their train. The chairman then called on Councillor Gibson, who, in the course of a short address, said he was pleased that he had been invited there, as he was sure their cause was a just one, but he would advise them before taking an important step to consult their wives, and if the advice of their leaders was backed up by their wives then they might be sure it was right. (Applause.) A vote of thanks was awarded to Councillor Gibson, to which he suitably replied. During the intervals songs were sung, and after the speeches were over the harmony was continued by songs from Mr. D. Campbell, sen., J. Campbell, A. Pottinger, the chairman, the Juvenile Irish Comedians (who were well received) and several lady friends. This meeting was remarkable for the large attendance of ladies, most of them being the wives of members, and it is hoped they will continue their patronage throughout the winter. A very enjoyable evening was brought to a close after 10 o'clock.

DUNDEE BRANCH.

At the weekly meeting, Nov. 9, minutes, income, and expenditure having been approved of, correspondence was next read from Burntisland and Methil, also from Mr. John Leng, M.P., the latter requesting a list of the Bills that were submitted to him in the Martyrs' Hall when he addressed his constituents along with Mr. E. Robertson, M.P. The Bills submitted, asking them for their support and sympathy when they come before Parliament, are those approved of by the annual general meeting of the Union, also the Cattle Bill. As draft copies of the Bills mentioned are in the office, the secretary stated that he would send them which would enable Mr. Leng to understand what was needed in regard to the amending of the Merchant Shipping Act, and also enable him to state if he would be in favour of supporting the Bills mentioned. A letter was also read from Mr. J. H. Wilson re the Plimsoll levy, which caused a considerable discussion amongst the members, several members thinking that for so good a cause it should have been left to the members' free will, as to what amount they would contribute, and thus show their appreciation for the beneficial services Mr. Plimsoll has rendered. Emanuel Cartage stated that he had been shipwrecked in the s.s. *Paterdale*, but he had no certificate from the captain to prove his statement, he having only his discharge, but no mention of shipwreck or loss of vessel. After discussion, it was decided that Cartage be requested to write the master for a certificate that he was aboard the vessel when she was lost. The question of the annual festival and assembly was next taken up, when a committee of the following members were elected to manage the same, viz.:—A. Ritchie, John Smith, Andrew Williams, George Hendry, John McLean, David Deuchars, James Jenkins, president, and C. W. Millar, secretary.

SOUTHAMPTON BRANCH.

At the weekly meeting, Bro. Glew in the chair, minutes, also income and outlay, were passed. The incomes this week amounted to £26 4s. 1d., in addition to £3 6s. for the banner, while expenditure (including officers' salaries) was £3 1s., which was considered highly satisfactory. It was moved by Bro. Chappel, seconded by Bro. Gear, that this meeting of sailors and firemen of the port of Southampton heartily congratulates James Lemon, Esq., one of our trustees, on his election as Mayor of Southampton; carried unanimously. Letters were also read from the town clerk in reference to resolutions anent the stepping of our organiser, Mr. E. Cathery, from street meetings. The same has been referred by the Town Council to the Watch Committee. A member of another Branch thanked the Union for the services rendered to him and his shipmates by bringing a certain matter before the Board of Trade inspector, and said, although the others were not Union men, they had seen the good working of the Union, and had promised to join on their return. The outside delegate reported having received for banner 5s. from s.s. *Durban*, bringing the total to £28 14s. 6d.

GRIMSBY BRANCH.

At the weekly meeting, minutes and accounts for the week were adopted. Correspondence was well received and passed, and minutes of special committee were adopted. A discussion arose in respect of men being proposed as trimmers, the secretary stating that of late there had been several applications to enrol as trimmers. It was moved by Bro. Claker, seconded by Bro. Slice, that we do not accept the applicants for trimmers at present; carried. Secretary then addressed the members on several different subjects of importance to the members and National Union. He also spoke upon

having one evening in the week during the forthcoming winter months as a social gathering, the same to consist of songs, recitations, and short addresses, so as to bring the members more together in brotherly relationship. It was decided to adopt this suggestion. A lengthy debate ensued in respect of different institutions, such as hospitals, and orphans' homes, and life boats. Bro. Bolton moved, and Bro. Hedgecock seconded, that, considering the life boats are built and equipped for the benefit of the seafaring class, the sailors and firemen of Grimsby use all their energies to have a Life boat Saturday, similar to that carried on as Hospital Saturday; carried unanimously. The workers of Grimsby during the last Municipal elections have scored a brilliant victory, having secured two seats out of three, and we are proud to say that our members have not been behindhand in the fight of having the thin end of the wedge in, and trust that the time is not far distant when the wedge will be driven home, not only in our Municipal affairs, but in our Parliamentary. A grant of £1 was made by the Branch towards defraying the expenses incurred in running the labour candidates in the late election.

ABERDEEN BRANCH.

At the weekly meeting, Nov. 9, Bro. Fraser in the chair, the chief business was the action of Dennis Sullivan (fireman), which he raised in the Sheriff's Court here, against the owner of the *Clunie*, s., for wages and compensation. The result will appear in next week's SEAFARING, the case not being concluded when our report left.

STOCKTON BRANCH.

The usual meeting was held on Monday night, with a much better attendance than we have had for many weeks. Our worthy organiser had given us the benefit of his experience and advice on organisation on the previous Friday evening at a mass meeting in the Market Place, at which about a thousand persons assembled and gave a very patient hearing, all seeming very pleased, and I trust it will not belong before he visits us again, for he is doing good work, especially among the weak-kneed members. The s.s. *Elvick*, built at Stockton, was signing at Middlesbrough when it was discovered that two members of the Stockton Branch, who had not paid contributions for nearly 12 months, were about to sign, whereupon Mr. Sprow called all Unionists out of the ships, a step that has been very much approved, as the engineer defied our representative, and declared he would not be dictated to by anyone, although he is a Trades Unionist himself. At the proper time the matter will be brought before the Trades Council of this port. After the usual routine at the Branch meeting it was decided that the names of Jas. Seldorf, fireman, and Jno. Mowbray, fireman, both of Stockton, be erased from the books of the Union, and published in SEAFARING. Sailors and firemen please note. As the result of our first attempt at direct labour representation we have succeeded in placing two members in our Local Parliament and are running two more for the School Board. I trust these gratifying results may encourage other ports to push on.

WATERFORD BRANCH.

At the meeting held Nov. 5, Bro. E. Curran in the chair, minutes being accepted, the secretary addressed the meeting for some considerable time, pointing out to the members present the disadvantages resulting by not paying up their arrears and attending their weekly meetings. It was proposed by Bro. J. Rogers, and seconded by E. Collins, that all members present in future act as delegates, and try to induce all men that they meet from time to time to pay up their arrears, also that we invite all men who are not members to become so at once at the reduced entrance fee; carried unanimously.

WEAR SHIPBUILDING.—A Sunderland correspondent writes:—At the present time the shipyards on the Wear are fairly well employed; there is an upward tendency for new tonnage, and the prospects for the winter are decidedly good. It is interesting to note the great increase in the tonnage of vessels launched on the Wear. In 1841 the average was 286 tons, in 1851 it was 355 tons, in 1861 the average had risen to 371 tons, in 1871 to 514 tons, and in 1881 to 1,650 tons. Last year it was 2,320 tons, and the average for the present year is expected to be fully 2,500 tons. Another noticeable feature is the revival of iron and steel sailing ships. Two only of these were launched on the Wear last year, but already during the present year 15 or 16 have been built, and there are several more to be put off the stocks.

HOMeward BOUND.

The following have been reported homeward bound since our last report:—

Aston Hall s left Marseilles Nov 7, for Liverpool
Astronomer s left New Orleans Nov 6, for Liverpool
Aurania s left New York Nov 7, for Liverpool
Australasian s left Perim Nov 5, for London
Assyrian s left New York Nov 6, for Clyde
Abana s left Calcutta Oct 31, for Dundee
Anchoria s left New York Nov 7, for Glasgow
Ashbourne s left Montreal Nov 1, for Leith
Antonio s left Savannah Nov 4, for U K
Aphrodite left Savannah Nov 5, for U K
Appia left Savannah Nov 5, for U K
Aurora s left Charleston Nov 7, for U K
Amaryllis s left Savannah Nov 9, for U K
Benin s left Sierra Leone Nov 4, for Liverpool
Barrowmore s left Baltimore Oct 31, for Liverpool
Bleville s left Newport News Nov 3, for Liverpool
Bellucia s left New Orleans Nov 7, for Liverpool
Bavarian s left Boston Nov 7, for Liverpool
Boston City s left Newport News Nov 10, for Liverpool
Buena Ventura s left New Orleans Nov 7, for Liverpool
Baria s left Calcutta Oct 29, for London
British Crown s left Boston Nov 6, for London
Bellerophon s left Singapore Nov 9, for London
Baron Douglas s left New Orleans Nov 2, for U K
Brema s left Boston Nov 7, for U K
Belini s left West Point Nov 6, for U K
Bertha Gray left Philadelphia Nov 7, for U K
Blenheim s left Charleston Nov 9, for U K
Bessarabia s left Savannah Nov 8, for U K
Birchfield s left New Orleans Nov 8, for U K
Caxton s left New York Oct 25, for Liverpool
Carthaginian s left Baltimore Nov 6, for Liverpool
City of Adelaide left Miramichi Nov 3, for Liverpool
Caribbean s left New Orleans Nov 5, for Liverpool
Cufic s left New York Nov 4, for Liverpool
City of Berlin s left New York Nov 4, for Liverpool
City of Dublin s left Suez Nov 5, for Liverpool
Clan Fraser s left Bombay Nov 7, for Liverpool
Ching Wo s left Suez Nov 7, for London
Clan Mackinnon s left Gibraltar Nov 4, for London
Clan Macintyre s left Ushant Nov 8, for London
Clan Maonab s left Marseilles Nov 7, for London
Cuzco s left Suez Nov 2, for London
Cranford s left Perim Nov 4, for London
Clan Mackenzie s left Malta Nov 6, for London
City of London s left Malta Nov 7, for London
Carthage s left Aden Nov 5, for London
Cyclops s left Suez Nov 6, for London
Clan Gordon s left Gibraltar Nov 4, for London
Capella s left Suez Nov 9, for London
Clan Buchanan s left Colombo Nov 5, for London
Cathay s left Brindisi Nov 7, for London
City of Cambridge s left Colombo Nov 3, for London
Cheshire s left Colombo Nov 7, for London
Castledale s left Suez Nov 8, for London
Cutty Sark left Sydney, NSW, Nov 5, for London
Colliagrove left Adelaide Nov 3, for London
Cambrian Monarch left San Francisco Nov 7, for Queenstown
Chipman left Rangoon Oct 30, for Clyde
Cormorant s left Montreal Nov 5, for Glasgow
Croft s left New York Nov 8, for Leith
Cycle s left Norfolk Nov 2, for U K
Castlehead left Valparaiso Nov 2, for U K
City of Worcester s left New York Nov 3, for U K
County of Salop s left Brunswick Nov 3, for U K
Oydonia s left Savannah Nov 5, for U K
Charles Davenport left Brunswick Nov 4, for U K
California s left New York Nov 7, for U K
Casterton s left Baltimore Nov 7, for U K
County of York s left Savannah Nov 6, for U K
Chelydra s left Galveston Nov 8, for U K
Colorado s left New York Nov 9, for Hull
Denmark s left New York Nov 1, for Liverpool
Denbighshire s left Malta Nov 4, for London
Danedin s left Charleston Nov 3, for U K
Daybreak s left New Orleans Nov 2, for U K
Duchess s left Galveston Nov 2, for U K
Deptford s left New York Nov 9, for U K
Daventry s left Gibraltar Nov 7, for Hull
Erato, Fritz, left Savannah Oct 4, for Liverpool
England s left New York Nov 1, for London
Escalona s left Montreal Nov 1, for Aberdeen
Eglantine s left New Orleans Nov 9, for U K
Evelyn s left Suez Nov 6, for Hull
Eider s left New York Nov 7, for Southampton
Exeter City s left New York Nov 7, for Swansea
Fairmead s left Galveston Nov 2, for Liverpool
Fremona s left Montreal Nov 6, for Dundee
Glenartney s left Gibraltar Nov 9, for London
Gulf of Guinea s left Malta Nov 5, for London
Glensk s left Perim Nov 8, for London
Gulf of Venice s left Perim Nov 6, for London
Golconda s left Calcutta Nov 6, for London
Granitully Castle s left Cape Town Nov 4, for London
Gaditane s left Norfolk Nov 6, for U K

Garriek s left New York Nov 2, for U K
Gioja left Philadelphia Nov 3, for U K
Hector s left Gibraltar Nov 3, for Liverpool
Hispania s left Marseilles Nov 3, for Liverpool
Hawkhurst s left Newport News, Nov 7, for Liverpool
Holbein s left Norfolk Nov 7, for Liverpool
Hubbuck s left Suez Nov 3, for London
Hrathfield s left Norfolk Nov 3, for U K
Helga left Iquique Nov 3, for U K
Haverstoe s left Charlestown Nov 4, for U K
Habsburg s left Baltimore Nov 5, for U K
Hindoo s left New York Nov 4, for Hull
Hevelius s left Madeira Nov 7, for Southampton
Havel s left New York Nov 3, for Southampton
Ida s left Norfolk Oct 26, for Liverpool
India s left Aden Nov 4, for London
Iona s left Malta Nov 6, for Aberdeen
Inverness s left Savannah Nov 9, for U K
John Elder s left Vigo Nov 6, for Liverpool
Justin s left Ceara Nov 9, for Liverpool
Jupiter left New York Nov 7, for U K
John Y Robbins left New York Nov 8, for Bristol
Jeannie d'aro left Savannah Oct 26, for Fleetwood
Kingsland s left Galveston Nov 6, for Liverpool
Kepler s left New York Nov 8, for Liverpool
Kathleen s left New York Nov 9, for Liverpool
Keemun s left Suez Oct 27, for Liverpool
Khedive s left Suez Nov 3, for London
Kendal s left Galveston Nov 2, for U K
Liguria s left Pernambuco Nov 4, for Liverpool
Locksley Hall left Suez Nov 9, for Liverpool
Louisianian s left New Orleans Nov 4, for Liverpool
Lagos s left Lagos Nov 5, for Liverpool
Lake Huron s left Quebec Nov 6, for Liverpool
Loweswater left Portland, O, Nov 4, for Q'town
London, Young, left Iquique Oct 30, for Channel
Leonfield s left Norfolk Nov 3, for U K
La Campine s left New York Nov 7, for U K
Lord Warwick s left Savannah Nov 7, for U K
Leven s left New York Nov 9, for U K
Leandro left Philadelphia Nov 7, for U K
Lucerne s left New Orleans Nov 9, for U K
Moldavia s left Aden Nov 4, for Liverpool
Michigan s left Boston Nov 3, for Liverpool
Majestic s left New York Nov 4, for Liverpool
Massilia s left Gibraltar Nov 6, for London
Mombassa s left Port Said Nov 6, for London
M'Garel s left Trinidad Nov 4, for London
Mira s left Calcutta Oct 7, for London
Memphis s left Baltimore Nov 8, for London
Melbourne s left Suez Nov 7, for Dundee
Manitoba s left Philadelphia Nov 7, for Glasgow
Martin Saenz s left Savannah Nov 5, for U K
Me Figlie left Savannah Nov 7, for U K
Mustang left Savannah Nov 8, for U K
Merchant Prince s left Charleston Nov 9, for U K
Memphis s left Baltimore Nov 9, for U K
Mandalay s left Montreal Nov 5, for Avonmouth
Netherby Hall s left Bombay Nov 4, for Liverpool
Nubia s left Accra Nov 6, for Liverpool
Navarro s left Boston Nov 2, for U K
Nieto s left New Orleans Nov 5, for U K
Netley Abbey s left Norfolk Nov 6, for U K
Norden s left New York Nov 6, for U K
Ohio s left Philadelphia Nov 4, for Liverpool
Oopack s left Malta Nov 5, for London
Orestes s left Suez Nov 3, for London
Oroya s left Adelaide Nov 4, for London
Onolaska left Philadelphia Nov 7, for U K
Pavonia s left Boston Nov 7, for Liverpool
Port Jackson s left Malta Nov 7, for London
Port Pirie s left Suez Nov 9, for London
Port Adelaide s left Suez Nov 9, for London
Port Denison s left Suez Nov 8, for London
Pelican s left New Orleans Nov 3, for London
Pembroke Castle s left Cape Town Nov 4, for L'nd'n
Palatine s left Montreal Nov 9, for London
Parthenope left San Francisco Nov 9, for Q'town
Peruvian s left Montreal Oct 31, for Glasgow
Parisian s left Quebec Nov 8, for Glasgow
Plymouthian s left Galveston Nov 2, for U K
Pandora left Savannah Nov 4, for U K
P J Blanchard left New York Nov 4, for U K
Pontiac s left Savannah Nov 6, for U K
Prospect left New York Nov 6, for U K
Pennsylvania s left New York Nov 8, for U K
Powhattan s left New York Nov 8, for U K
Prince Regent left Ship Island Nov 6, for Fleetw'd
Persia s left Galveston 4, for Hull
Queensmore s left Baltimore Nov 6, for Liverpool
Queen of Cambria left Iquique Nov 7, for Falmouth
Roumania s left Perim Nov 8, for Liverpool
Ruapehu s left Tenerife Nov 6, for London
Rohilla s left Perim Nov 5, for London
Richmond Hill s left New York Nov 7, for U K
Ruperra s left Norfolk Nov 7, for Silloth
Sandfield s left Norfolk Nov 6, for Liverpool
Strabo s left St Vincent Nov 4, for Liverpool
San Igacio de Loyola s left Colombo Nov 1, for Liverpool
St Enock s left New York Nov 4, for Liverpool
Sarnia s left Quebec Nov 9, for Liverpool
Butlej s left Marseilles Nov 3, for London
Shanghai s left Colombo Oct 27, for London

Sutherlandshire left San Francisco Nov 3, for Queenstown
Seriol Wyn left Pisagua Nov 1, for Falmouth
Straits of Magellan s left Calcutta Nov 3, for Dundee
Sicilia s left Norfolk Nov 3, for U K
Servia left New York Nov 2, for U K
Sutherlandshire left San Francisco Nov 2, for U K
Sportsman s left New York Nov 4, for U K
State of Alabama s left Savannah Nov 7, for U K
Sportsman s left New York Nov 3, for Dublin
Spartan s left Cape Town Nov 9, for Southampton
Twickenham s left Newport News Nov 7, for Liverpool
The Queen s left New York Nov 9, for Liverpool
Tennasserim s left Rangoon Nov 10, for Liverpool
Tsilul s left Rio Janeiro Nov 8, for London
Telamon s left Suez Nov 9, for London
Taroba s left Cooktown Nov 5, for London
Terpsichore, Keppler, left Calcutta Nov 4, for Dundee
Thiova left New York Nov 4, for U K
Thuringia s left New Orleans Nov 5, for U K
Texas s left Quebec Nov 6, for Avonmouth
Tamar s left St Simon's Town Nov 7 for Plymouth
Tagus s left Vigo Nov 6, for Southampton
Umzinto s left Madeira Nov 3, for London
Umkuzi s left Natal Nov 7, for London
Uranla left Iquique Nov 6, for Channel
Virginian s left Boston Nov 4, for Liverpool
Volta s left Lagos Nov 6, for Liverpool
Vulcan s left Galveston Nov 5, for U K
Ventia s left Baltimore Nov 9, for U K
Wistow Hall s left Malta Nov 5, for Liverpool
Wyoming s left New York Nov 7, for Liverpool
Wooloomooloo s left Suez Nov 6, for London
Wilcannia s left Adelaide Nov 6, for London
Walter Thomas s left New York Nov 2, for U K
Wilhelm Birkedal left New York Nov 4, for U K
Westernland s left New York Nov 4, for U K
Westow s left New York Nov 7, for U K
Wennington Hall s left Aden Nov 6, for Hull
William Symington s left Philadelphia Nov 2, for Waterford
Yorford s left New York Nov 4, for U K
Zephyrus left Buenos Ayres Nov 4, for Liverpool

AN order has been issued by the Admiralty prescribing that hired men with three years' service shall be eligible for promotion in all departments. Further, the age of retirement for established workmen is extended from sixty to sixty-five years, if the men, on medical examination, are found physically capable, and are recommended by their officers.

A CONTEMPORARY says: "The vessel owners know best what they can afford to pay labour. And oftentimes they run their vessels at a loss to keep their men employed, and for which they seldom get any credit." Is this a fact? We don't want any statistics; we simply ask the intelligent reader if there is any common sense in the latter part of this statement.

WOMEN AS SAILORS.—One of our seafaring sisters wants a divorce. She has been married two years to a cook, and has accompanied him as a stewardess, till she suddenly discovers that he is a Chinaman, because he is not allowed to go on shore without bonds. Is any better proof wanted than such a delightful ignorance that female competition in our calling must result in a flat failure? If a woman can't discover any difference between an Englishman (her own countryman) and a Chinaman in two years, then one must despair of ever making her understand the difference between a compass and a Liverpool pantile, surely.—*Coast Seamen's Journal*.

FOR SAVING LIFE.—The Board of Trade have received the undermentioned rewards by the Norwegian Government to the master and crew of the *Thanemore*, s, of Barrow, in recognition of their services in rescuing the shipwrecked crew of the Norwegian ship *Josephine*, on Jan. 26, 1890:—Silver medals of the second class for the master, Alex. J. Baxter, and the second mate, Samuel Greenwood, and silver medals of the third class for the seamen, Alf. Johnson, C. W. Dickmann, J. T. Smeal, John Worby, and James Johnston.—The Board of Trade have awarded their silver medal for humanity in saving life at sea to Mr. John Park, master of the *Siberian*, s, of Glasgow, in recognition of his services in rescuing the shipwrecked crew of the schooner *Little Wonder*, of Fowey, which was wrecked in the North Atlantic on Sept. 24 last.—The Board have also awarded their silver medal to Mr. Henry Smith, second mate of the *Siberian*, who was in command of the boat of the *Siberian* which rescued the shipwrecked men, and their bronze medal and a sum of money to each of the six men who accompanied him in the boat, viz., Gavin Cross, Alexander M'Lennan, Roderick Campbell, James Scott, Daniel Paterson, and John M'Leod.

PILOTAGE PROSECUTION.—At Gravesend, Nov. 6, George Kemp, licensed waterman, was summoned for continuing in charge of the steamer *Tern* after Walter James Hayward, a qualified man, had offered his services. The defendant took the vessel up to Deptford and brought her back again, it being admitted that there were no passengers on board on the latter occasion. The captain of the vessel did not appear, the defendant stating that he was under the impression that the other side were going to call him. He, however, produced a letter from the captain, but the prosecution objected to it being read. The prosecutor did not press for the full penalty; he and other pilots only wished for protection against unqualified men. They would be content with the single pilotage fee and half the costs. The Bench made an order accordingly.

SAILORS' AND FIREMEN'S UNION NOTICES.

MEMBERS ENROLLED.

WEEK ENDING NOVEMBER 7, 1891.

In these lists, F means fireman, T trimmer.
BURNTISLAND.—G. Scott, A B; T. Phillips, A B; D. Sime, A B.

BIRKENHEAD.—J. Kelleker, T; T. Watson, A B; W. Hamilton, A B; W. Willoughby, T; T. Lace, A B.

BARRY.—P. Fransen, donkeyman; W. Walmsley, donkeyman; J. McIlroy, A B; P. Plunk, A B.

BRISTOL.—J. Driscoll, F; H. Seville, A B; J. Foss, F.

BELFAST.—P. Vassio, A B.

BOOTLE.—W. Sinnot, A B; P. Joyce, F; B. Wylie, F; J. Reynolds, A B; D. Evans, F; C. J. Heard, A B; P. O'Hare, F; F. Crawford, F; W. Lamond, T; R. O'Neill, F; W. Ash, T; T. Cousins, F; M. Cleary, F; J. Verlay, F; M. Benson, F; M. O'Neill, T; B. McCall, T; T. Dick, T; R. Phillips, T; M. McCrave, F; D. Mooney, F; C. Murphy, F; W. Addison, F; A. Nisbet, F; C. Smith, F.

CARDIFF.—J. Evans, F; A. Manns, A B; B. Abbott, A B; C. Ash, A B; C. H. Simmonds, A B; C. Lewis, A B; C. Rennell, A B.

DUBLIN.—P. Eustace, F; J. McCann, F.

GREEN'S HOME.—C. Clover, F; W. Halligan, A B; A. Hanks, A B; W. Tuite, F; A. Keuyley, F; J. Anderson, A B; C. R. Cooper, A B; G. S. James, A B; J. Adams, A B; John Penner, A B; G. Hickman, A B.

GRAYS.—J. Smith, T; W. J. Rice, T; Reuben Robinson, T.

GLASGOW.—J. McIntosh, A B; A. Muir, T; G. Burns, T; A. Coutts, T; P. Carroll, F; R. Young, T; T. Keenan, T; G. Houston, O S; A. Munro, A B; R. McKenzie, T; M. Farren, T; W. Marr, T; E. Dallingham, winchman; K. McLennan, O S; S. McDonald, A B; J. McIndoe, F; J. McMenamin, T; A. McWhirter, A B.

GRIMSBY.—J. Butts, O S; R. G. Reeves, A B; E. A. Wilson, F; C. H. Ireland, T; H. Hutton, F.
GOOLE.—J. Kirby, F; K. A. Tival, F; C. Olsen, C; W. Sherburn, A B; H. Wilson, A B; W. T. King, boatswain; C. Schultz, A B; F. Walker, T; F. A. Briggs, F; K. Middleton, F; G. Nicholson, O S.

HULL.—J. Thirek, F; A. Catanice, F; J. Armstrong, F; T. Ryan, F; P. Gerrity, F; G. Spice, A B; J. Lessee, A B; J. M. Steele, F; A. Davey, F; J. Griffin, T; — Gillberg, A B; — Lundanen, F; C. Trowell, T; G. Crane, A B; G. Gilllingwater, F; J. Lineham, F; G. Robinson, T; W. Smith, A B; E. Davis, F; W. Linds, F; W. Bates, A B; T. Moss, steward; T. Arthur, O S; H. Douglas, F.

LIMERICK.—John Swenison, A B.

LONDONDERRY.—J. Mullin, F.

LIVERPOOL.—J. McKee, F; S. Caronin, A B.

LIVERPOOL (Boundary-street).—W. Straney, A B; S. Mitchell, F.

LEITH.—O. Olandar, F; W. Gutrie, F.

MARYPORT.—J. Wallace, A B; R. Trimble, F.

MIDDLESBRO.—J. Bell, F; S. Peters, A B; J. Jones, T; V. Moon, T; A. Fenwick, T; C. Smith, A B; R. Greenbury, cook; M. H. Brown, A B; H. Walker, F; A. Duncan, T; J. C. Blackburn, F.

NORTH SHIELDS.—T. Bagley, A B; H. Beavers, A B; J. Unark, F; H. Lobach, A B; C. Landborg, A B.

PORTSMOUTH.—E. Orchard, F; W. Young, A B.

SOUTH SHIELDS.—O. Anderson, A B; F. Magnus, A B; F. Crowe, A B; C. Gardiner, E S; H. Cunningham, F; H. Smith, F; T. Batson, F; T. H. Forder, A B; R. B. George, A B; M. Peterson, A B; A. Cook, F.

SOUTHAMPTON.—J. Nott, T; Jauper, T; F. Hopper, A B; J. Stapleton, A B; T. Wilson, A B; E. Taylor, T; W. C. Strange, O S.

SUNDERLAND.—A. Peterson, A B; J. A. Johanson, A B.

STOCKTON-ON-TEES.—W. Hawkins, F; C. Franklin, F.

TIDAL BASIN.—G. Bielby, T; J. Adams, T; H. Maxwell, T; M. McQueen, A B; O. S. Frisby, A B; T. F. Bullock, A B; A. Frankland, A B; J. Stanton, A B; T. Clifford, O S; J. Barlow, F; T. Bryan, F; D. Paul, F.

TOWER HILL.—J. Hammil, cook; A. Davey, F.

WEST HARTLEPOOL.—F. Fairbairn, T; G. Davidson, J. Wright, F; A. Cordick, A B; T. Dominico, A B; J. Brown, O S; J. Bailey, T.

RECEIPTS AT HEAD OFFICE.

WEEK ENDING NOVEMBER 7, 1891.

NON-LOCALS.

	£	s.	d.
Aberdeen	0	4	6
Hull "B"	0	4	6
Liverpool	0	10	11
Glasgow	2	3	0
Burntisland	1	10	8
Londonderry	0	8	6
Tidal Basin	5	3	8
Bootle	1	4	6
Leith	1	2	0
Grimsby	0	6	9
Swansea	5	1	9
Grangemouth	1	9	0
South Shields	9	15	6
Ayr	0	5	0
Maryport	0	9	10
Boundary Street	0	8	0
Dublin	2	2	7
West Hartlepool	9	2	2
Bo'ness	1	0	0
Newport	4	8	6
North Shields	4	0	6
Newcastle	0	4	0
Cardiff	15	16	1
Green's Home	5	2	8
Amble	0	18	10
Waterford	0	3	0
Gravesend	0	10	0
Drogheda	0	4	0
	£74	7	5

"SEAFARING."

	£	s.	d.
Aberdeen	0	6	8
Liverpool	0	4	2
Barrow	0	1	6
Bootle	0	1	0
Grimsby	0	6	6
Grangemouth	0	1	1
South Shields	0	5	6
Seaham	0	3	4
King's Lynn	0	1	8
West Hartlepool	0	3	5
Birkenhead	0	3	4
North Shields	0	4	0
Cardiff	0	19	6
Hull "B"	0	3	0
	£3	4	8

PLIMSOLL LEVY.

	£	s.	d.
Hull "B"	2	8	0
Aberdeen	0	5	0
Liverpool	0	14	0
Grimsby	0	2	6
Penarth	0	2	6
South Shields	2	7	6
Glasgow	1	9	6
King's Lynn	0	4	0
North Shields	0	10	0
Cardiff	2	0	6
Green's Home	2	7	0
	£12	10	6

GENERAL FUND.

	£	s.	d.
Glasgow	200	0	0
South Shields	100	0	0
Deptford	129	15	0
	£429	15	0

AS OTHERS SEE US.

International Seamen's Congress.—"The recognised organ of seafaring men."

Resolution passed at meetings of seafaring men in principal ports.—"This meeting pledges itself to support SEAFARING."

Ship Masters' and Officers' Union.—"Best medium for advertising."

Morning Advertiser.—"Smartly written."

Daily Chronicle.—"Able conducted."

Reynolds's Weekly Newspaper.—"Bright."

Marine Record.—"Doing pioneer work."

Coast Seamen's Journal.—"Come to stay."

Railway Review.—"Circulation nearly 20,000."

Literary World.—"Will be appreciated by all who go down to the sea in ships."

Coast Seamen's Union (San Francisco).—"A worthy champion of the sailors' cause."

Star.—"Good literary matter."

Liverpool Daily Post.—"Most popular."

Glasgow Herald.—"Interesting."

Liverpool Mercury.—"The organ of the seafaring class."

Weekly Times and Echo.—"The parent of the Seamen's and Fishermen's Unions."

Weekly Dispatch.—"The success of the Seamen's Union has been largely due to the sagacity and energy with which SEAFARING has advocated the cause of the sailor."

The People.—"Useful."

Liverpool Echo.—"Multiform attractions."

The Democrat.—"Useful work."

Seaboard.—"A warranty of long life."

Baillie.—"Dealing even-handed justice."

Weekly Budget.—"A career of much prosperity and usefulness."

Mercantile Marine Service Association Reporter.—"Written in true sailor style."

Scottish Leader.—"Its sails are already filled with a favouring breeze."

Men and Women of the Day.—"Enjoys an enormous circulation."

Derry Journal.—"High reputation."

Western Daily Press.—"Full of original matter."

Eastern Daily Press.—"Something in its columns to suit even gentlemen of England."

Engineers' Gazette.—"Rapidly improving."

Northern Echo.—"Vigorously written, Doing its work well."

Southampton Observer.—"Zeal and ability."

Tonbridge Free Press.—"Interesting to everybody."

Hampshire Independent.—"Well conducted."

Cork Examiner.—"Most valuable."

South Wales Echo.—"Well edited."

Hastings News.—"A welcome guest."

SEAMEN VISITING SHETLAND SHOULD READ

"SEAFARING," THE ONLY PAPER THAT UPHOLDS THEIR CAUSE.

To be had each week from

**HECTOR MORRISON,
BOOKSELLER, &C.
COMMERCIAL STREET, LERWICK,**

Who keeps all that seamen want in the way of pens, ink, pencils, paper, books, &c., at fair prices.

PATENT WOVEN BANNERS

GEORGE TUTILL, *Artistic Banner Painter,*

And Manufacturer of the Banners for the Tugboat Branch, Grays Branch, Gravesend Branch, Tower Branch, etc., of the Sailors' and Firemen's Union, and Maker of the Emblem of the Union. Also Manufacturer of the Regalia for the various Branches.

83, CITY ROAD, LONDON, E.C.

SEAMEN should visit this Establishment.
(Close to East India Dock.)

WATCHMAKERS, JEWELLERS, & COMPLETE
SEAMEN'S OUTFITTERS.

NEEDLE AND ANCHOR.

P. M. LEIBOW & CO.,
210 & 212, EAST INDIA DOCK ROAD, LONDON, E.

SAMUEL BEGG,
Treasurer Hull Branch N.A.S. & F.U.

TURK'S HEAD HOTEL,
MYTONGATE, HULL

CONCERT ROOM OPEN EVERY EVENING
AT SEVEN O'CLOCK.

WINE, SPIRITS, BEERS, AND CIGARS OF THE
FINEST QUALITY.

Captains Supplied at Wholesale Prices
OILSKINS AND SEA-BOOTS A SPECIALITY
PAWNBROKERS.
Liberal advances made on all kinds of property.

ESTABLISHED

UNION CLOTHING DEPOT.

[1873.]

CHARLES MILLS,

No. 9, STATION ROAD, (Between Mill Dam and Market Ferry), SOUTH SHIELDS.

NOTED FOR RUBBER AND LEATHER SEA BOOTS, COPENHAGEN LEATHER JACKETS, CAPTAINS AND SEAMEN'S
OILSKINS AND BEDDING OF EVERY DESCRIPTION. FOREIGN MONEY EXCHANGED.

**BANNERS, SEAMLESS
SILK,**
FOR SOCIETIES, UNIONS, SCHOOLS, &C.

ANY SUBJECT ARTISTICALLY PAINTED OR
EMBROIDERED.

Also SASHES, COLLARS, APRONS, BAND CAPS, UNIFORMS,
COMMITTEE BADGES, GOLD STARS, TASSELS, LACES,
SPANGLES, MILITARY, NAVAL, VOLUNTEER, THEATRICAL
REQUISITES, CLUB DEVICES, &C.

TOYE'S MASONIC DEPOT,
18, LITTLE BRITAIN, LONDON.

CAPTAIN E. DANN,
BOARD AND LODGINGS BY DAY OR WEEK,
3, STRAND, SWANSEA.

ALSO
SEAMEN'S OUTFITTING STORES,
23, WIND STREET, SWANSEA.

MRS. ROBERT BAXTER,
SAILORS' HOME,
EAST PIERHEAD,
BO'NESS.

C. R. SHORT,
Trustee Tidal Basin Branch Seamen's Union

AND
*Treasurer of the Non-Freemen of the
River Thames.*

TIDAL BASIN TAVERN,
LONDON.
Wines, Spirits, & Ales of the Best Quality.

**THE EXECUTORS OF
P. DODGSON,**

Shipchandlers, Ironmongers, Blacksmiths,
Tinsmiths, Coppersmiths, & Plumbers.
SHIPPING BROW, MARYPORT.
Warehouses: SOUTH QUAY & ELIZABETH DOCK.
INQUIRIES SOLICITED. PRICE LISTS ON APPLICATION.

*Seafaring Men in MARYPORT
SHOULD GO TO*

WM. ADAIR & SON,
SHIPPING BROW,

FOR READY-MADE CLOTHING, SERGES, DUNGAREES,
OILSKINS, GUERSEYS, BEDS & BEDDING, SHIRTS,
DRAWERS, & STOCKINGS, HATS & CAPS, TIES,
SCARVES, COLLARS, BOOTS, SHOES & SLIPPERS.

HENRY PHILLIPS,

OPPOSITE

TIDAL BASIN STATION,

AND

57, BARKING RD., VICTORIA DOCKS,
LONDON, E.

PAWNBROKER, SAILORS' OUTFITTER,

AND

GENERAL SALESMAN.

N. A. S. & F. UNION HOME,
5, PRINCE STREET, HULL

(Next door to the Unity Hall).

TERMS, 14s. PER WEEK.

G. A. HODGSON, Proprietor,
Financial Member, Hull Branch.

GEO. DANIELS,

Grocer and Provision Merchant,
28, CUSTOM HOUSE STREET,
CARDIFF.

Shipping Supplied. Special attention given to Weekly Bosta

MCCANN & CO.,

LONDON HOUSE, HOLTEN ROAD, BARRY.

Seafaring men cannot do better than buy their CLOTHING
at McCANN & Co.'s. We buy for Cash from the best manu-
facturers, which enables us to give the best value to our
customers. One price; no abatement. The Largest Stock
in the neighbourhood.

McCANN & Co., London House, Holton-rd., Barry.
Near Victoria Hotel; 4 minutes' walk from Shipping Office.

PHILHARMONIC RESTAURANT

St. Mary Street, CARDIFF.

DINNERS. TEAS. SUPPERS.

Wines and Spirits of finest quality. Billiard
and Smoking Rooms.

G. F. CULLEY, Manager.

LONDON.

N. A. S. & F. BOARDING HOUSE,

Mrs. HICKS,

13, JEREMIAH STREET,

Four Doors from Green's Home Branch Office.

£20

TOBACCONISTS COMMENCING,
JEWELLERS, STATIONERS, &C.
An Illustrated Guide (229 pages, 3d.)
How to open a Cigar Store, £20 to
£1,000.—TOBACCONISTS OUTFITTERS
Co., 188, Euston-rd., London. NOTE.
—A Prospectus on the other Trades
(free).—Manager, H. Myers. Established 1886.

THE

**EMPIRE
PALACE OF VARIETIES**
QUEEN STREET,
CARDIFF.

GOLDIE BROS.,
ARTISTS AND PHOTOGRAPHERS,
QUEEN STREET STUDIO,
66, QUEEN ST., CARDIFF.

Photos of Mr. J. H. Wilson may be had.

"DEAR SIR,—I received my photo, which I consider an
excellent specimen of the photo art.—J. H. WILSON."

J. JOHNS,
Wine & Spirit Merchant,
CROSS KEYS HOTEL,
QUEEN ST., CARDIFF.

OLD TRADES UNION HOUSE.

Wines and Spirits of the First Quality.

S. J. GOWER,
PRINTER,

Wholesale and Retail

COMMERCIAL AND FANCY STATIONER,
NEWSAGENT, BOOKBINDER, &C.,
2, MYTONGATE, HULL.

N.B.—Wholesale and Advertisement Agent for
SEAFARING in Hull.

SAFE ANCHORAGE.
WHERE TO BOARD.
UNION BOARDING-HOUSES.

Bo'NESS.—Mrs. Baxter, Sailors' Home, East Pier-
head.

CARDIFF.—N. A. S. & F. Union Home and Stores
Hope-street, Custom House-street,
and Bute-street, John Gardner,
manager.

HULL.—N. A. S. & F. Union Home, 5, Prince-
street, Dagger-lane.

LONDON.—N. A. S. & F. Boarding House, Mrs.
Hicks, 13, Jeremiah-street, East
India-road.

SWANSEA.—E. Dann, 3, Strand.